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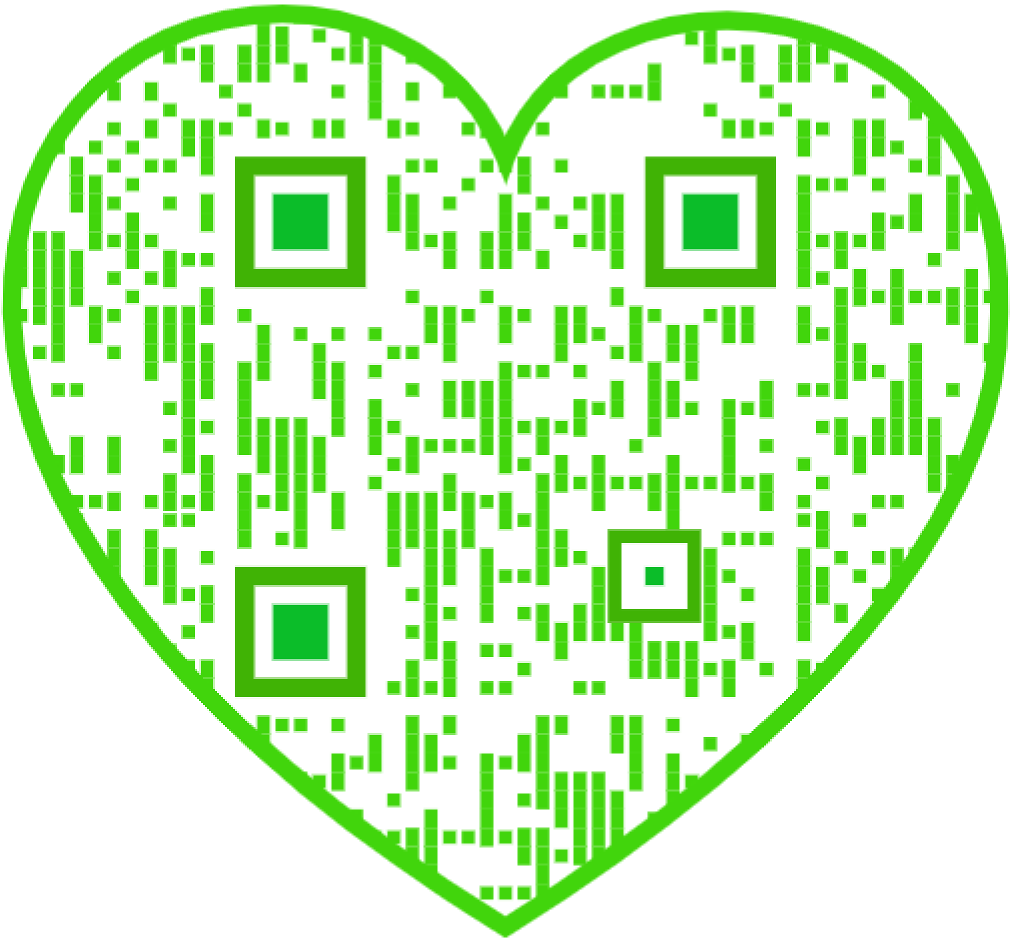

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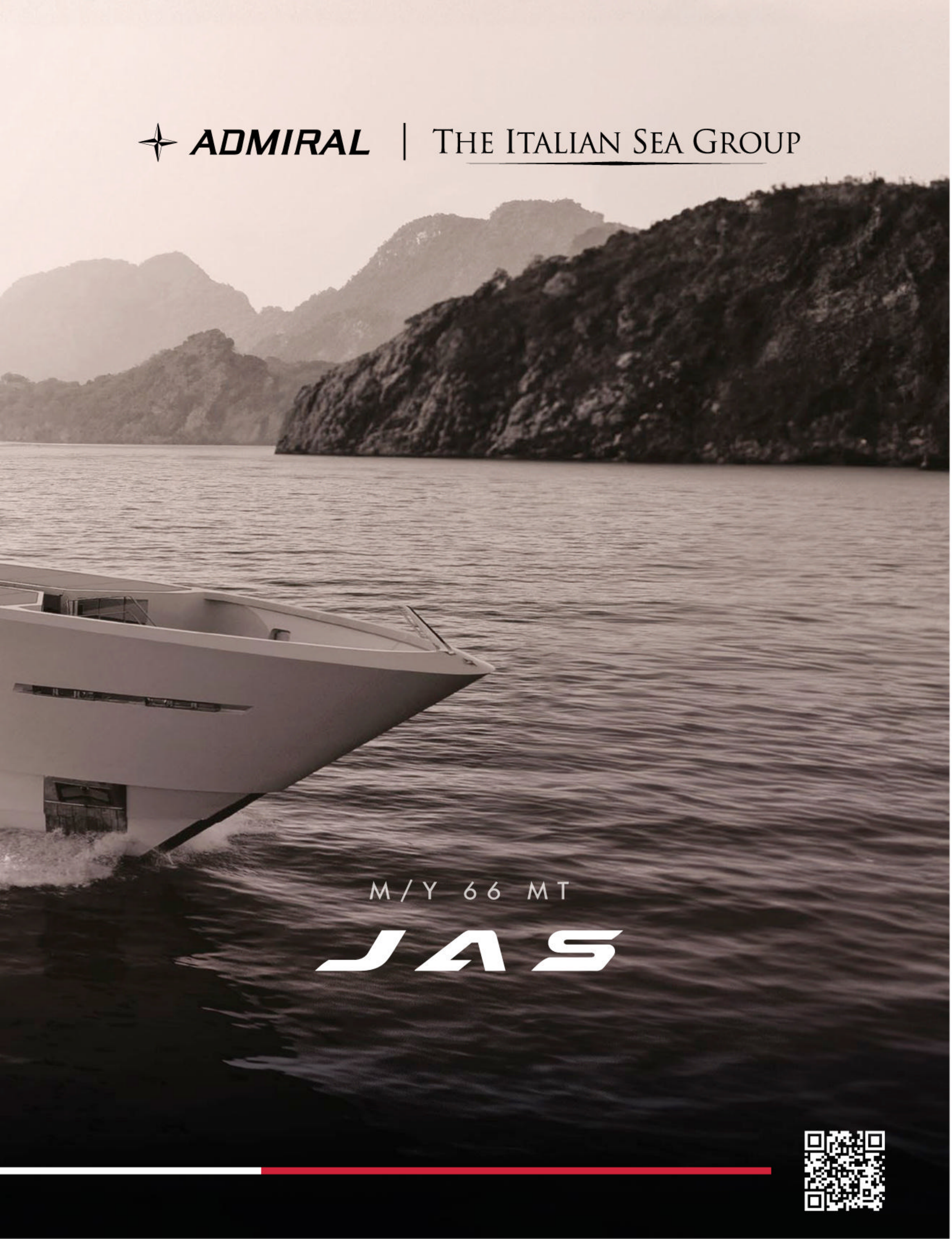
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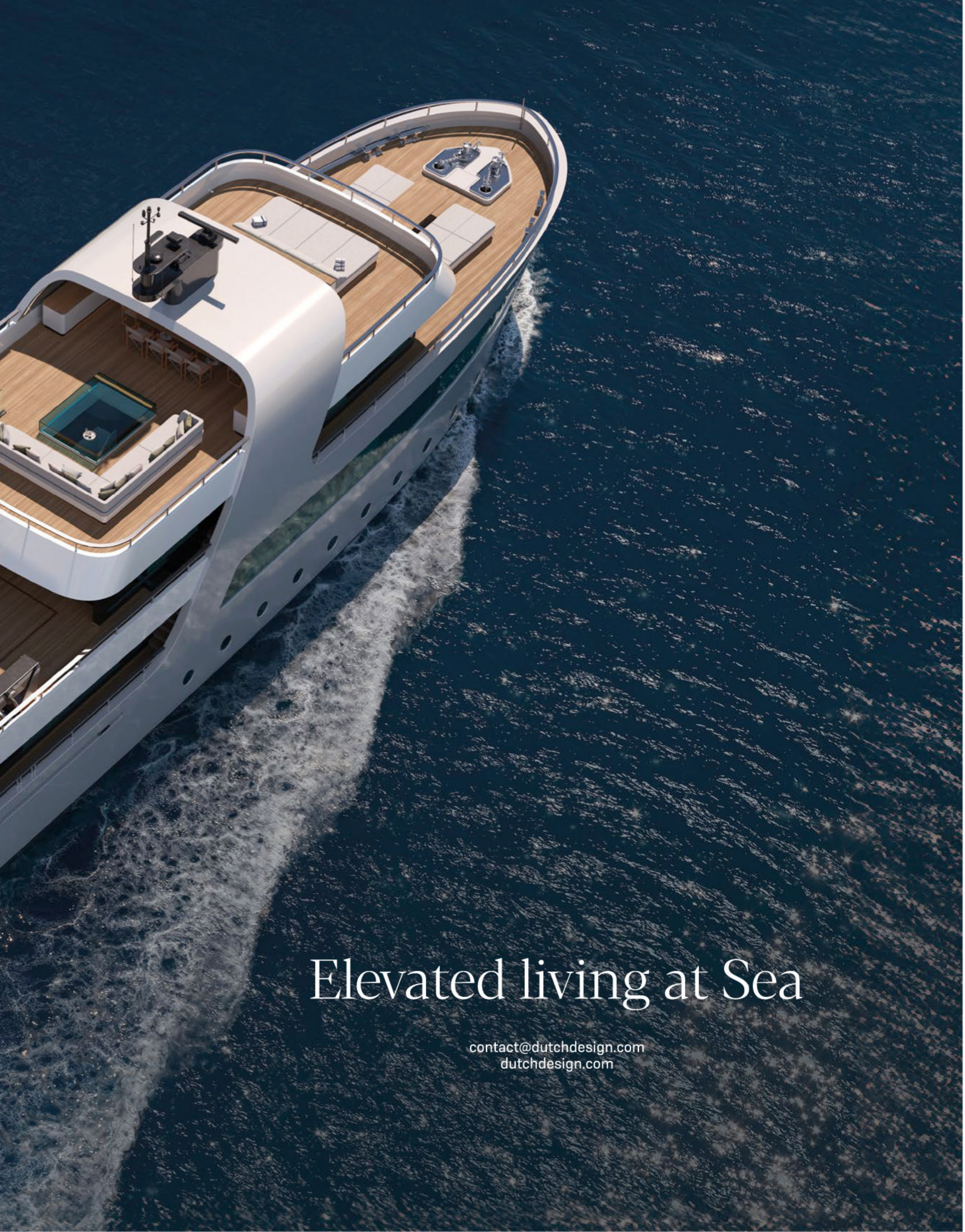
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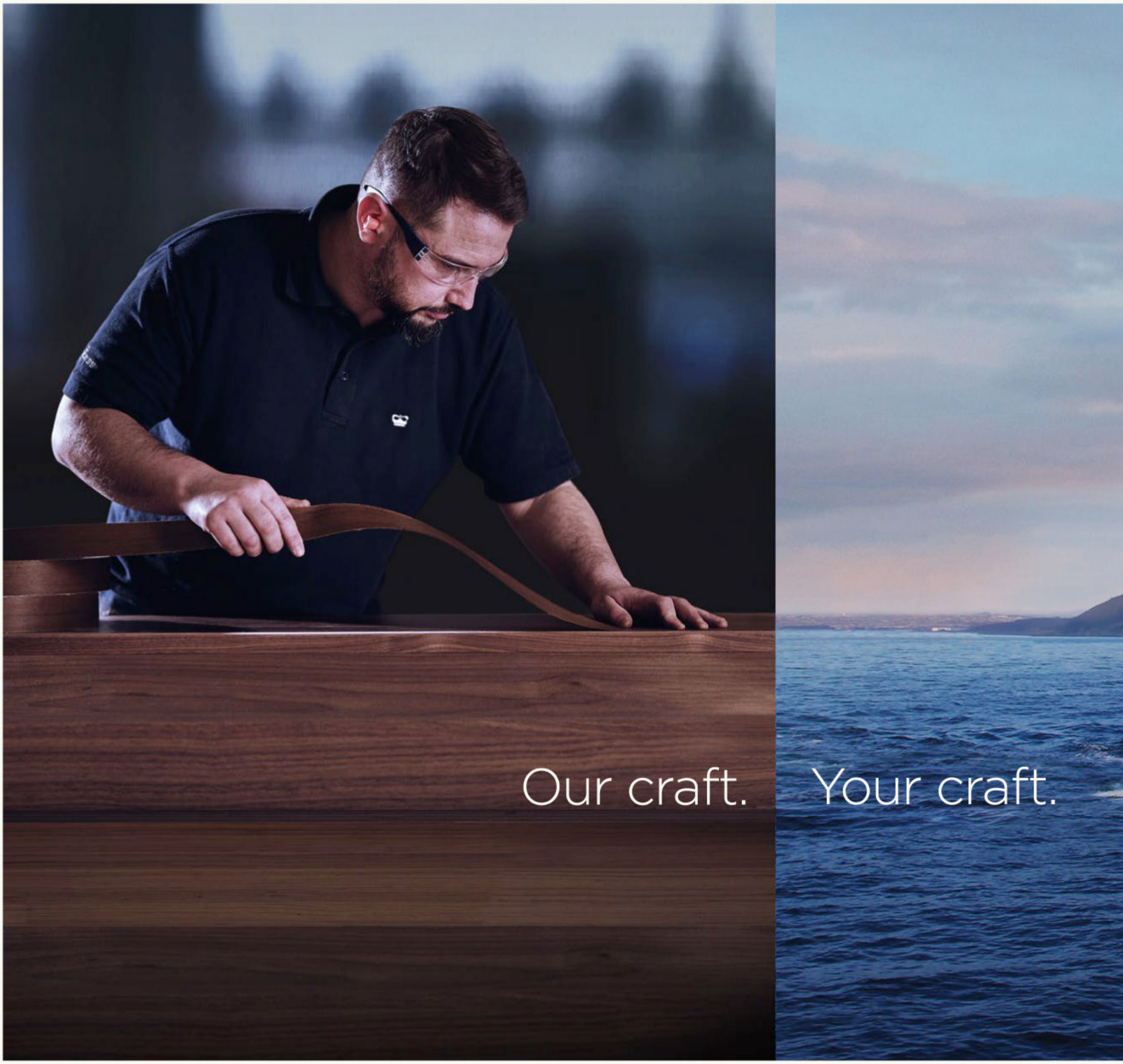
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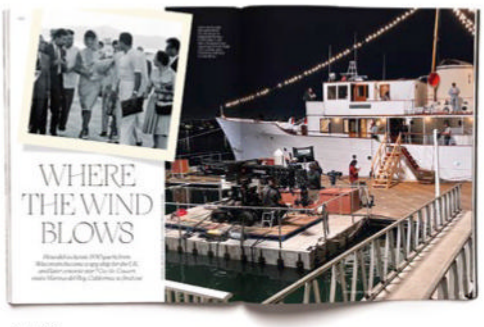

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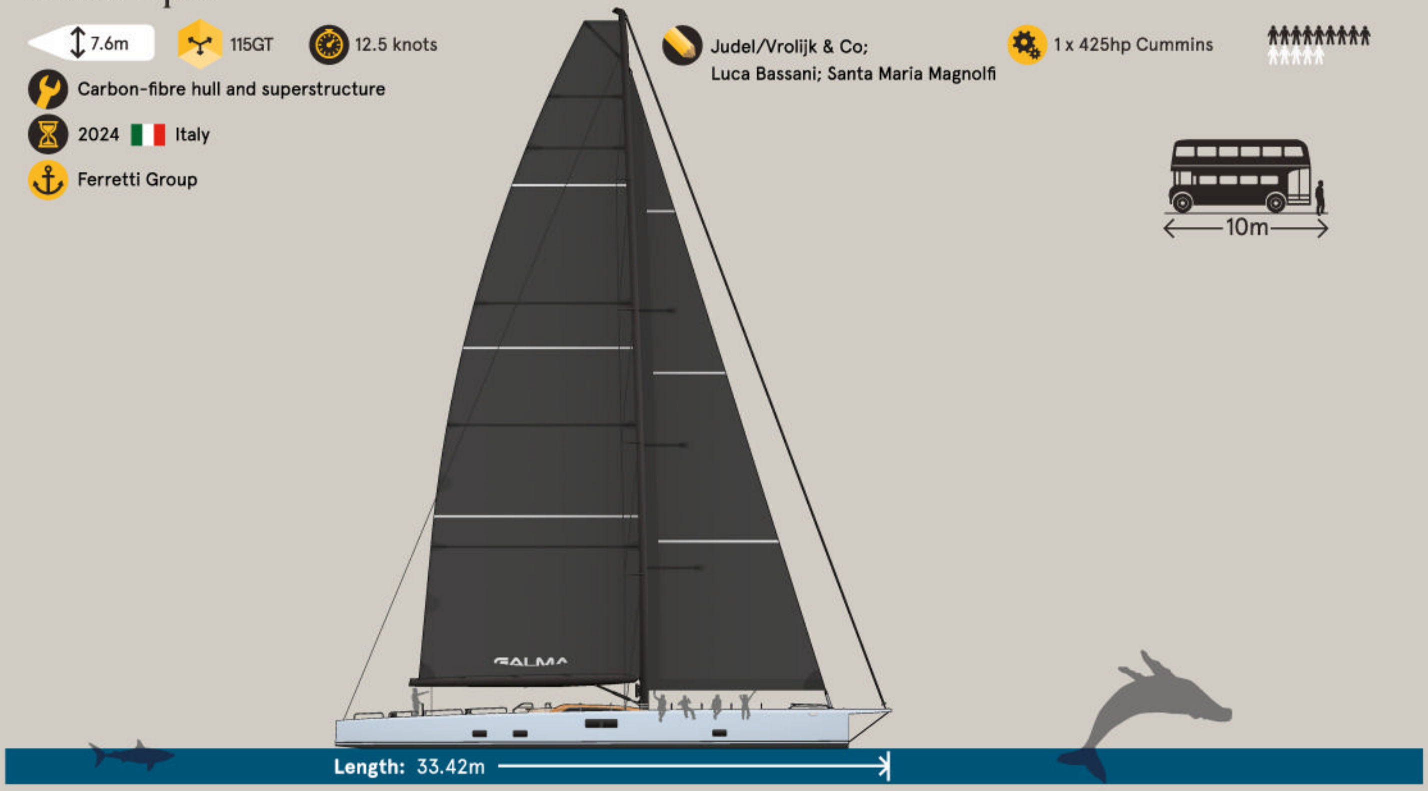
IN THIS ISSUE

Galma – p84

↕ 7.6m
115GT
12.5 knots
Carbon-fibre hull and superstructure
2024 🇮🇹 Italy
Ferretti Group
Judel/Vrolijk & Co;
Luca Bassani; Santa Maria Magnolfi
1 x 425hp Cummins
●●●●●●●●●
○○○○○



Length: 33.42m

Asia – p130

↕ 11.6m
1,268GT
14.7 knots
Steel hull; aluminium superstructure
2024 🇳🇱 The Netherlands
Royal Hakvoort Shipyard
Diana Yacht Design;
Sinot Yacht Architecture & Design
2 x 1,350kW
Caterpillar 3512E HD
●●●●●●●●●●
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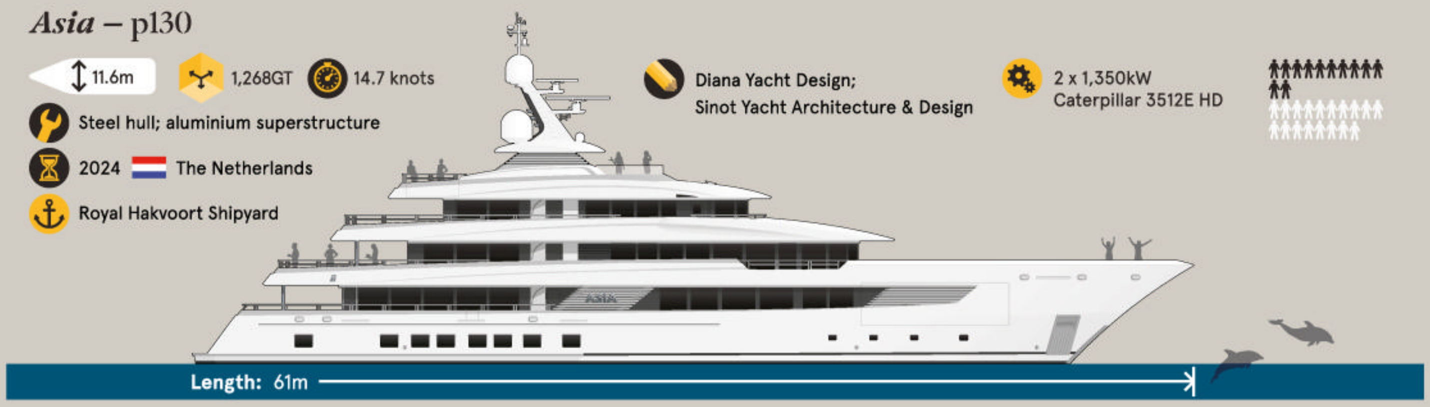
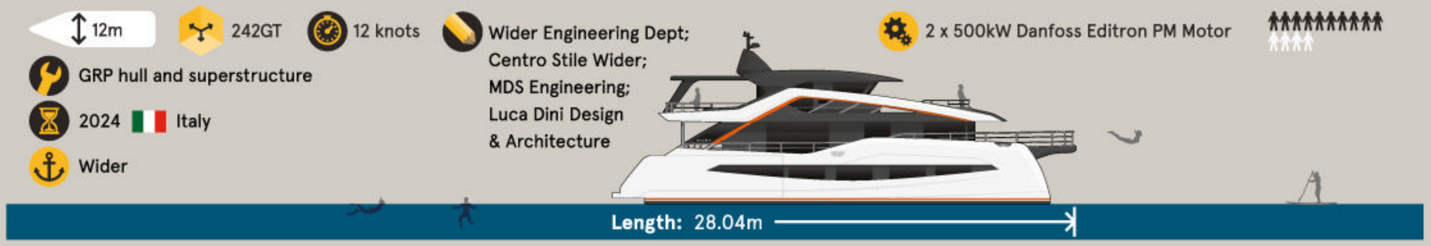


Length: 61m

Acali – p108

↕ 12m
242GT
12 knots
GRP hull and superstructure
2024 🇮🇹 Italy
Wider
Wider Engineering Dept;
Centro Stile Wider;
MDS Engineering;
Luca Dini Design
& Architecture
2 x 500kW Danfoss Editron PM Motor
●●●●●●●●●●
○○○○



Length: 28.04m

↕ **Beam** **Displacement** **Gross tonnage** **Max speed** **Engines** **Construction** **Shipyard** **Launched** **Designer** **Guests** **Crew**

ILLUSTRATION **PETER GLAHN**

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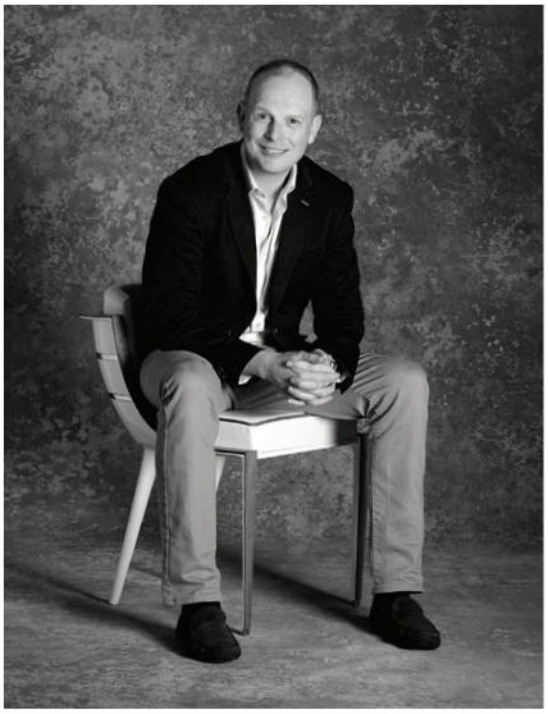

Trump really is impossible to ignore. His gravity is solar and we're all caught in endless orbit, doing our best to avoid unpredictable and catastrophic flares. True believers tell me there's a method to it all, that the inner machinations are sound and strategic. I certainly hope so, because the current environment is not exactly conducive to a buoyant superyacht market. It is easy, after all, *not* to buy a superyacht – arguably the simplest asset purchase not to make – and rock 'n' roll equity markets, decisions-made-then-decisions-reversed and policy-by-Truth do not inspire long-term confidence, which is pretty fundamental in convincing people to commit to a build, a charter or a brokerage transaction. No one heads out of port into a storm. Actually, the one boat that might not be true of is the remarkable REV Ocean, which editor Caroline White went to see up in Norway. The newly extended 194.9-metre research-vessel-cum-superyacht is now at Damen Yachting for outfitting and, frankly, it's just great to see this ship finally on the move. We've waited a long time for its debut and it is now tantalisingly close. You can read more about REV Ocean in our new In Focus slot, starting on page 48. This is an opportunity to dwell a little longer on the big stories of the day. You'll notice a few other changes in this issue – *BOAT International* has undergone a light winter refit, and I hope you like the result.

Stewart Campbell.

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GILLES MARTIN-RAGET

Marseille-based Gilles is one of the world's most recognised marine photographers and a journalist who has written many books. For this issue, he photographed the exterior of our cover boat, *Galma* (*page 84*).

The best thing about this shoot?
Shooting a new Wally is always an exceptional experience, but having their "father", Wally founder Luca Bassani, on board also makes you sure everything will be right on the yacht and you will have all the time you need to benefit from the best light and sailing conditions.

Were there any challenges?
As the shoot was near the amazing Sardinian island of Tavolara, I had to be sure the boat would not look too small compared to the huge cliffs.

Your most memorable shoot?
Not sure if it was the last day of the 1983 America's Cup, a cruise on the three-masted schooner *Shenandoah* in Cape Horn or shooting the Fuji trimaran in spectacular waves near Ushant.

Your best racing memory?
Probably the France 3 campaign in 1983 when we sailed in the America's Cup challenger series in Newport. A lot of work, poor results, but memories forever.

JOSHUA HENDREN

Joshua is a London-based journalist specialising in jewellery, watches, luxury and lifestyle. As a freelance writer, his work has featured in the *Financial Times*, *The Telegraph* and *The New York Times*. For this issue, he explores the sustainable initiatives of high-jewellery houses (*page 64*).

What surprised you the most in your research for this piece?
The depth of commitment from high-jewellery houses to sustainability. Many are making real, rigorous efforts, often behind the scenes, that deserve far more recognition.

The watch you covet the most?
Either the Patek Philippe 5738/1R Golden Ellipse in rose gold with its distinctive oval case and delicate chain-link bracelet, or the Chopard L.U.C Heritage Grand Cru in white gold, framed with baguette diamonds.

Your greatest personal luxury?
A beautifully cut black cashmere blazer from The Row. It's timeless, understated and makes me feel instantly put together – my ultimate go-to piece.

The most interesting trip you've ever been on as a journalist?
A 2022 press trip to Florence with watchmaker Panerai, which included hot-air ballooning over Tuscany at sunrise and a lavish dinner in a historic palazzo. It was magical from start to finish.

CESARE OLIVIERI

An illustrator and designer in Italy, Cesare creates under the pseudonym Dr. COLOD, working for companies such as Dior, Translated and the Mondadori Group. He illustrates our Bitter End page each issue (*page 192*).

How do you approach doing an illustration for The Bitter End?
After reading the story, I try to put myself in the shoes of those who experienced it to capture all the relevant details in my drawings.

The key to making it amusing?
The trick is to take the story and draw it in the most comical and absurd way possible – without altering what actually happened.

How long does it take you to do an illustration?
About a week and a half, which includes understanding how to approach the story, creating the draft and then moving on to the final coloured version.

Your favourite view anywhere?
The sunset over the Italian hills in the evening when I'm riding my motorcycle home during the spring is unbeatable to me. It's a must-see experience.

GEORGIA BOSCAWEN

As *BOAT International*'s travel and charter editor, Georgia has the enviable job of visiting the coolest locations to explore by yacht. In this issue, she brings us the best new hotels with an eco edge (*page 164*).

Which of the hotels featured would you most like to visit?
Lilløy Lindenberg, on a tiny island in the heart of the Norwegian fjords, sounds extraordinary. I doubt I'd last more than a couple of days, but I'm drawn to Norway's wild beauty – especially in winter.

What's new in the Voyage section?
I'm excited about the new Finer Details column (*page 161*). I love how a tiny etching on an old church can carry such significance.

Your favourite destination so far?
Antarctica. Seeing enormous icebergs drifting by, dotted with penguins, is one of the most breathtaking sights in the world.

One thing most people would not know about you?
I carry a tiny set of watercolours so my travel notebooks are dotted with little paintings, alongside prints from my HP Sprocket printer. It's a wonderful way to preserve memories.

> **"Seeing enormous icebergs drifting by, dotted with penguins, is one of the most breathtaking sights in the world"**

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MAKING WAVES

How do you paint water? It's a conundrum that artists have been dabbing at since tempera first met the oak panels of Renaissance cathedrals. For Werner Bronkhorst, a South African-born Australian contemporary visual artist, the answer is unorthodox and effective. He uses thick, textural sweeps of paint, creating a bold, pop art-influenced backdrop – onto which he paints precise, minuscule figures. These characters' activities make sense of their surroundings – a tiny sailor in this piece, *Sail Away*, transforms a stroke of acrylic polymer into an ocean wave. With some of the world's most beautiful seascapes on his doorstep, it's unsurprising that water remains an enduring inspiration to Sydney-based Bronkhorst. "As humans, we're not only dependent on water but also drawn to it spiritually, physically and emotionally," he says. "The ocean has a calming effect on us all and we quickly realise how small we are compared to the great vastness of the sea. It is for all those reasons that it made sense to paint scenes of tiny yachts and sailboats on big, blue canvases."

"I ended up experimenting with a variety of blue pigments blended into one another on the canvas with artworks like *Blue Water High* and *Water Hole*. As is typical with my work, I portray a broad variety of human-centric activities, whether it be everyday things such as relaxing round a pool or learning to swim, or more nuanced and specific activities, such as yachting and sailing."

Whether it's the subject matter, approach or a bit of both, Bronkhorst is gaining a reputation as one Australia's hottest young artists, while his Instagram feed (*@werner_bronkhorst*) has 1.3 million followers, thanks to its carefully curated sweep of pastel imagery and videos. Watching him draw viscous dollops of acrylic across canvass feels almost as mesmerising as watching the tide ebb and flow. It certainly seems Bronkhorst understands the call of the ocean.

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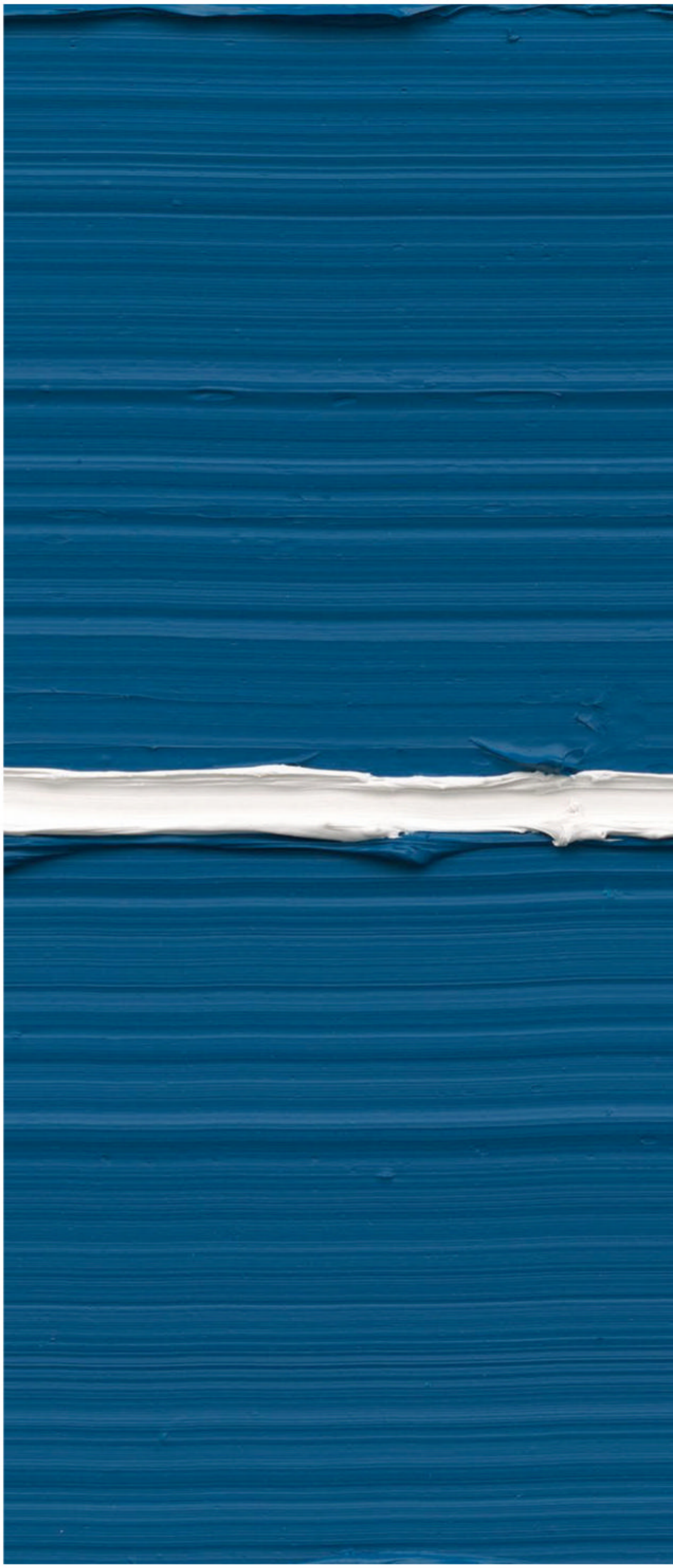

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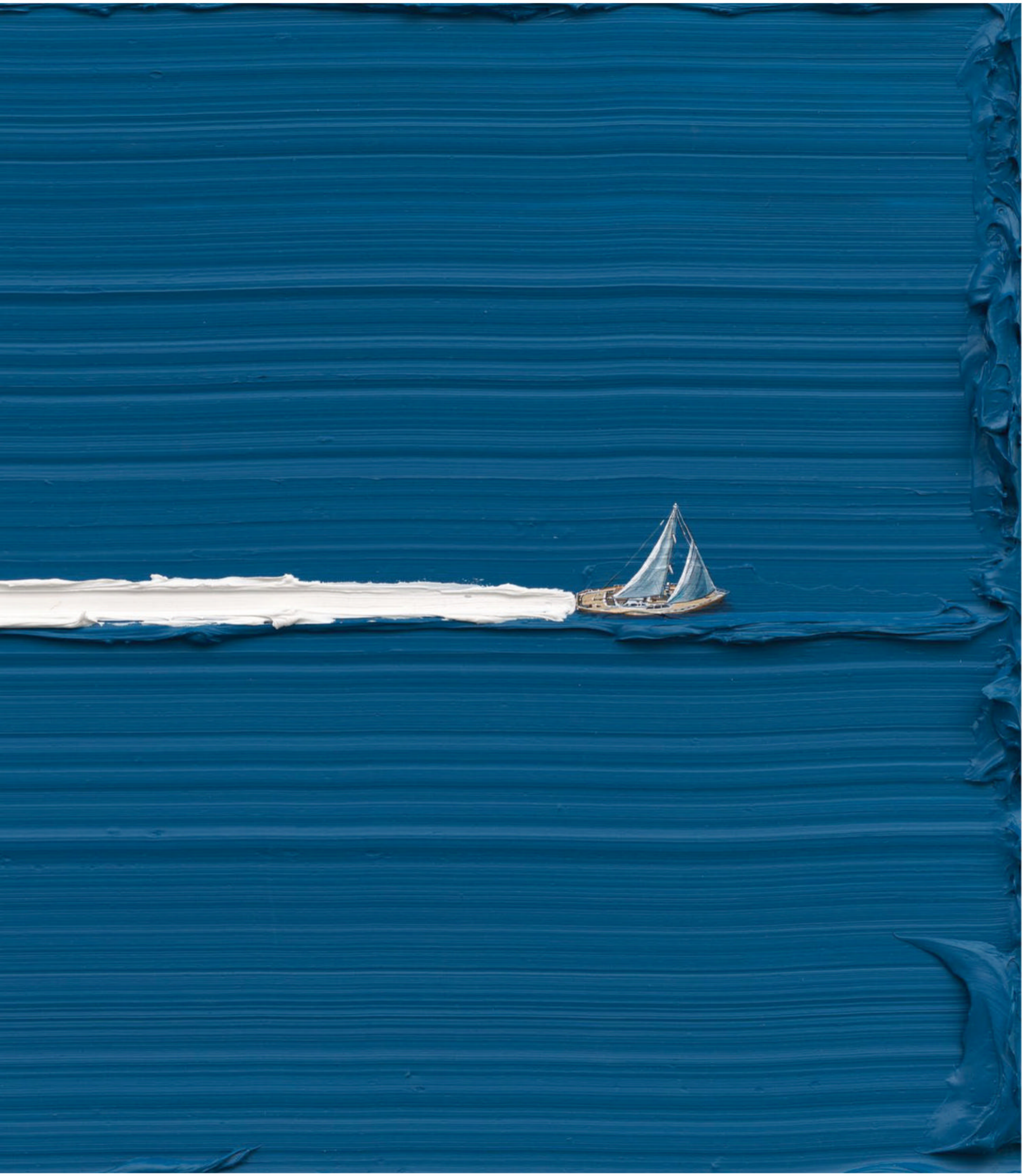

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REVEALING THE LATEST NEWS, TRENDS AND TECH

The conversion concept Anthos would feature a nature-centric terrace with plenty of greenery

EXTREME MAKEOVER

Oceanco's ambitious plan to convert a 10,630GT container ship is taking shape, says *Dea Jusufi*

Dutch yard Oceanco has collaborated with Italian designer Mario Biferali on the 150-metre Project Anthos, an ambitious concept that spans a multi-level owner's apartment, sports court, helideck and living spaces that can be repurposed for scientific research. The latest design addendum by Biferali is the Sea Garden, which reimagines the terrace as a green, fully habitable space. Renderings reveal a sprawling social area open to the sky and sea comprising a bar, dining table and lounge, surrounded by flora walls and potted vegetation. "Here, the ocean is not just a backdrop, but an integral part of the design," explains Biferali. "Greenery and water intertwine in harmony, and the scent of nature and flowers blends with the sea breeze." In keeping with the scale of the build, Project Anthos would be supported by a captain and crew of 54. *oceancoyacht.com*

THIS MONTH: *first look inside the groundbreaking REV Ocean / sundowners in St Barths / essential spearfishing kit*

EDITED BY **CAROLINE WHITE**

PHOTOGRAPHY: COURTESY OF MARIO BIFERALI YACHT DESIGN

JUNE

NEWS

NEW LAUNCHES

EVENTS | CONCEPTS

SALES | AWARDS

Edited by *Dea Jusufi*
NEWS EDITOR

The new Moonrise *benefits from technological advances since the 2020-launched* Moonrise

NEW MOON RISING

A mammoth build has hit the water at Feadship's facility in Makkum, the Netherlands. The 101-metre *Moonrise* marks the return of her predecessor's design team (a 99.9 metre of the same name), with Studio de Voogt behind the bi-colour exterior and an interior by Rémi Tessier. This *Moonrise* has carved out her niche with "numerous technological enhancements", including noise-reducing propellers and Starlink satellite receivers integrated into the superstructure. *feadship.nl*

The Berserk 47 is designed to carry plenty of toys

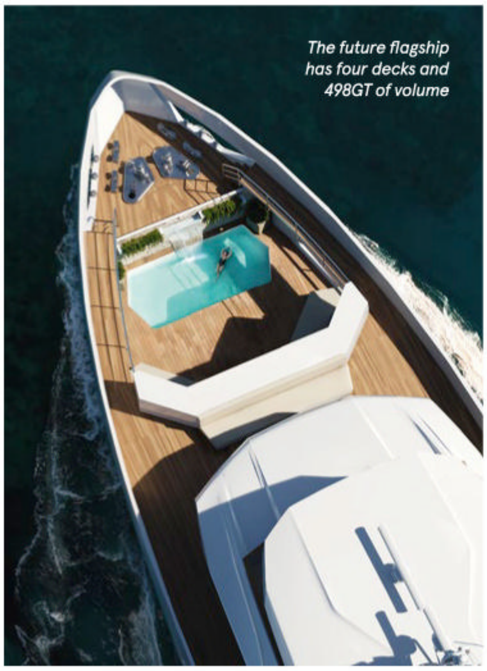
Go Berserk

Italian shipyard Rossinavi has announced a new 47-metre project for sale known as Berserk 47. A high bow, wide aft deck and ample storage suggest explorer influences, as does the hidden heavy-duty crane and 4,000-nautical-mile range. Interiors are delicate by contrast, with Amsterdam-based The Touch Studio opting for painted silk walls. *rossinavi.it*

BOAT PRO

103

THE NUMBER OF EXPLORER YACHTS IN BUILD OR ORDERED



The future flagship has four decks and 498GT of volume

More to explore

Turkish shipyard Numarine has added another explorer yacht model to its portfolio. At 46.7 metres, the 47MXP is its largest offering and builds on the platform introduced by the 45XP. Its redesigned beach club area sets it apart from its smaller sibling, featuring balconies and a lounge zone emulating the design of luxury resorts. *numarine.com*

PHOTOGRAPHY: FEADSHIP; COURTESY OF THE ITALIAN YACHT GROUP; COURTESY OF NUMARINE

TURKISH BUILDER ALIA YACHTS HAS ANNOUNCED THE SALE OF ITS FUTURE FLAGSHIP, A CUSTOM 65-METRE SUPERYACHT ALREADY IN BUILD. ALIAYACHTS.COM

New for charter

Turkish yard Aegean Yacht has launched the 37.3-metre explorer yacht *Carmen* from its Bodrum site. To join the charter market, the yacht prioritises entertainment, particularly up on the sundeck, which has an American bar, built-in grill and generous sunpads. Another major "play area" is the open aft deck, which can be set up for basketball and tennis. *Carmen* will be available for charter with Yacht IN. *yacht-in.com*

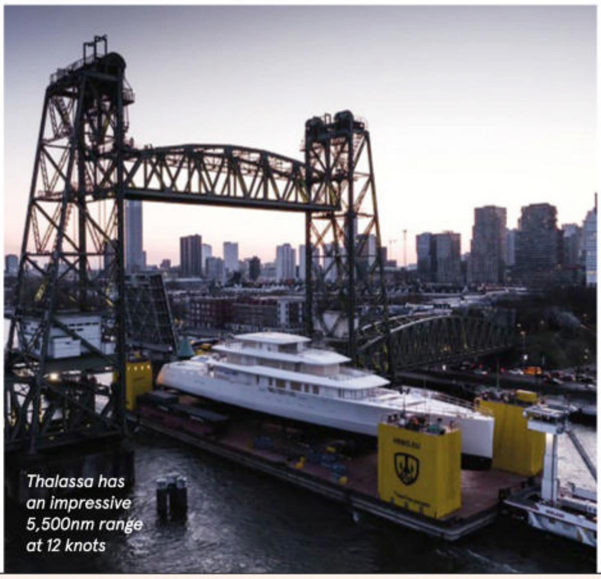
BOOK OF THE MONTH: *Sailing the Seas Vol.2*

What's more romantic than travelling by sail? From leisurely Caribbean islands to French forts and Tuscany's sun-drenched coast, this book sends the avid sailor or armchair traveller on a sailing tour of some of the world's most beguiling destinations, with bold photography and a lively narrative style. *£40, uk.gestalten.com*

SAILING THE SEAS
VOL. 2

Nothing gold can stay

Dynamiq's flagship, the 41-metre superyacht *Stefania*, has been sold for €10,000,000 at auction. This is the second time the gold yacht has been put under the hammer following her seizure in a money-laundering case involving her former owner, a Belarusian national. *bedynamiq.com*



Thalassa has an impressive 5,500nm range at 12 knots

Thalassophile

The 80-metre Feadship superyacht Project Thalassa has been spotted for the first time since construction began. Named after the Greek goddess of the beach, the build is known for its "extraordinary beach club", which spans 165 square metres and features the largest openings ever built by the Dutch yard. Delivery is scheduled for 2026. *feadship.nl*

SPOTLIGHT: NEW TO THE MARKET LISTINGS BY HOLLY MARGERRISON

AHPO

€340,000,000

Edmiston and Moran Yacht & Ship

USP: This 115.1m Lürssen features a dramatic Nuvolari Lenard design.

TITIAN PEARL

€9,950,000

Bluewater Yachting and Merle Wood & Associates

USP: The 43m CRN – the only Magnifica 43 model – is fresh from a €6 million refit.

ATHOS

€43,000,000

Fraser

USP: The world's largest two-masted schooner, the 63.3m Holland Jachtbouw has circled the globe twice.

TAWERA

€1,500,000

Moravia Yachting

USP: The 28.1m Alloy Yachts is a proven racer-cruiser with multiple regatta wins and only one owner.

PALOMA

€8,750,000

Fraser

USP: The classic 60.1m yacht custom built in Japan has only had two owners over her 60 years.

>

PHOTOGRAPHY: COURTESY OF ALIA YACHTS; COURTESY OF YACHT IN; GUILLAUME PLISSON; COURTESY OF BLUEWATER YACHTING; COURTESY OF FRASER; COURTESY OF MORAVIA YACHTING; COURTESY OF MARIO BIFERALI YACHT DESIGN; NACHT® P. ANTHOS

Seven-metre hull extension

François Zuretti interiors overhauled by Harrison Eidsgaard, including a reconfigured layout

New beach club with wellness centre, outdoor pool and winter garden

Volume enhanced from 2,066 to 2,149GT

Exterior profile (originally by Espen Øino) "upgraded" by Harrison Eidsgaard

Moonstone aglow

The 79.2-metre Delta Marine motor yacht *Albatross* has been relaunched as *Moonstone* from Damen Yachting's Vlissingen facility following a major 26-month refit with Amels Refit. *damenyachting.com*

EVENT

THURSDAY 12 JUNE

Ocean Talks 2025

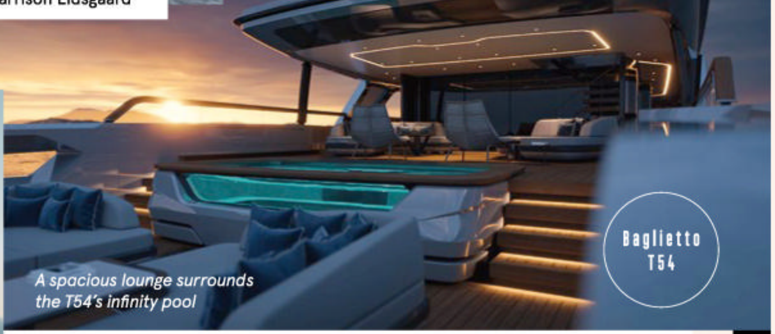
Ocean Talks, held in partnership with Ocean Family Foundation, will return to London on 12 June 2025. The event brings together yacht owners, suppliers, builders and designers with those in the field of marine conservation, for an evening of inspiring talks, exhibits and networking. Learn more at *boatinternational.com/luxury-yacht-events*

Alpha, Omega

A 122.5-metre Lürssen build known as Project Omega has been sold by Moran Yacht & Ship. Most of the details remain confidential, though a full dive centre and a staggering volume of 5,200GT – including accommodation for 20 guests – have been confirmed. Exterior and interior design comes from the boards of British studio RWD, which previously collaborated with the German yard on 155-metre *Al Said* and 82-metre *Haven*. *lurssen.com*

Tankoa S520

The S520 has a sporty look, dressed in gunmetal grey



Baglietto T54

A spacious lounge surrounds the T54's infinity pool

TWO SUPERYACHTS, ONE STUDIO

Baglietto and Tankoa both have new models with Francesco Paszkowski at the helm of design.

Baglietto T54

The T54 is an evolution of the T52 with more accommodating volume (497GT), a private veranda in the owner's cabin, a wider sundeck and a more spacious pool lounge. *baglietto.com*

Tankoa S520

A "reinvention" of the yard's S501 series, the S520 boasts a longer, wider sundeck, now with an infinity pool, and an enlarged upper deck saloon. *tankoa.it*

SPOTLIGHT: SERIOUSLY FOR SALE

MOONSTONE

$69,900,000

Superyacht Sales and Charter

Reduced by: $15,000,000

The second Amels 200 features bright interiors by Luxury Projects.

ATOMIC

$49,900,000

IYC

Reduced by: $8,100,000

The 63.8m VSY was built for an avid diver and includes a professional dive centre.

STELLA M

€71,500,000

Burgess

Reduced by: €6,000,000

The first in the Amels 200 series has a very spacious owner's suite with terrace.

SAMURAI

€39,500,000

FGI Yacht Group

Reduced by: €4,500,000

At 1,029GT, the 60.3m Alia Yachts is voluminous and features design by RWD.

FLORENTIA

€44,000,000

Ocean Independence

Reduced by: €4,000,000

The 52m Rossinavi was delivered in 2020 and has only been used privately.

PHOTOGRAPHY: DAMEN YACHTING; COURTESY OF TANKOA YACHTS; COURTESY OF SUPERYACHT SALES AND CHARTER; COURTESY OF IYC; COURTESY OF BURGESS; COURTESY OF FGI YACHT GROUP; COURTESY OF OCEAN INDEPENDENCE

>

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Thailand 72% 36%
Switzerland 61% 31%
Indonesia 64% 32%
Malaysia 47% 24%
Cambodia 97% 49%
10% 10%
60% 30%
10% 10%

US President Donald Trump on 2 April 2025

BRAVE NEW WORLD

How will US tariffs affect the superyacht industry?

The marine industry recently found itself bracing for impact over a new set of US tariffs that threatened to suppress buyer activity within the sector's primary consumer market. At the time of writing, the situation seems to have cooled (with the exception of China) after US president Donald Trump announced a 90-day delay to the additional measures. However, the prospect of the new tariffs hitting later down the line has the yachting industry worried.

In the new-build sector, Turkish yard ARES Yachts reported a slight jump in material costs and a hint of disruption to the company's supply chain. "In particular, sourcing high-quality materials has become more difficult and delivery times have increased, affecting production schedules," ARES managing director Piraye Şahinkaya Orhun says.

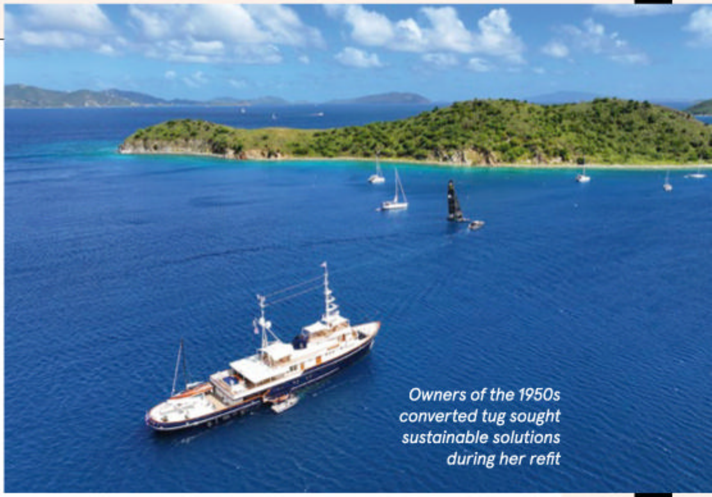
Countries within Europe are expected to be hit harder with a 20 per cent tariff against goods coming into the US from the EU. For yards with a focus on volume and competitive pricing, such as in Italy, a 10 to 20 per cent increase in cost could have serious consequences. Other European builders that operate at lower volumes, such as the Dutch yards, will likely feel more insulated.

Will Christie, CEO at Christie Yachts, adds the effects will mostly be limited to the sub-30-metre market, whose production yachts are more likely to be imported into the US and registered locally compared to larger yachts that are flagged and registered in non-US jurisdictions.

In terms of brokerage sales, Christie says initial discussions with clients have not been encouraging. "Uncertainty is one of the biggest threats to our business and it's very likely that US buyers will be holding back from buying a yacht in the short term in order to focus on steering their businesses through this transition."

TARIFFS APPLIED TO THE TOP FIVE YACHT-BUILDING COUNTRIES

POSITION	COUNTRY	NO. OF PROJECTS	POTENTIAL US TARIFF
1	Italy	466	20%
2	Turkey	136	10%
3	The Netherlands	65	20%
4	UK	54	10%
5	Taiwan	48	32%



Owners of the 1950s converted tug sought sustainable solutions during her refit

Sneak peek at Seawolf

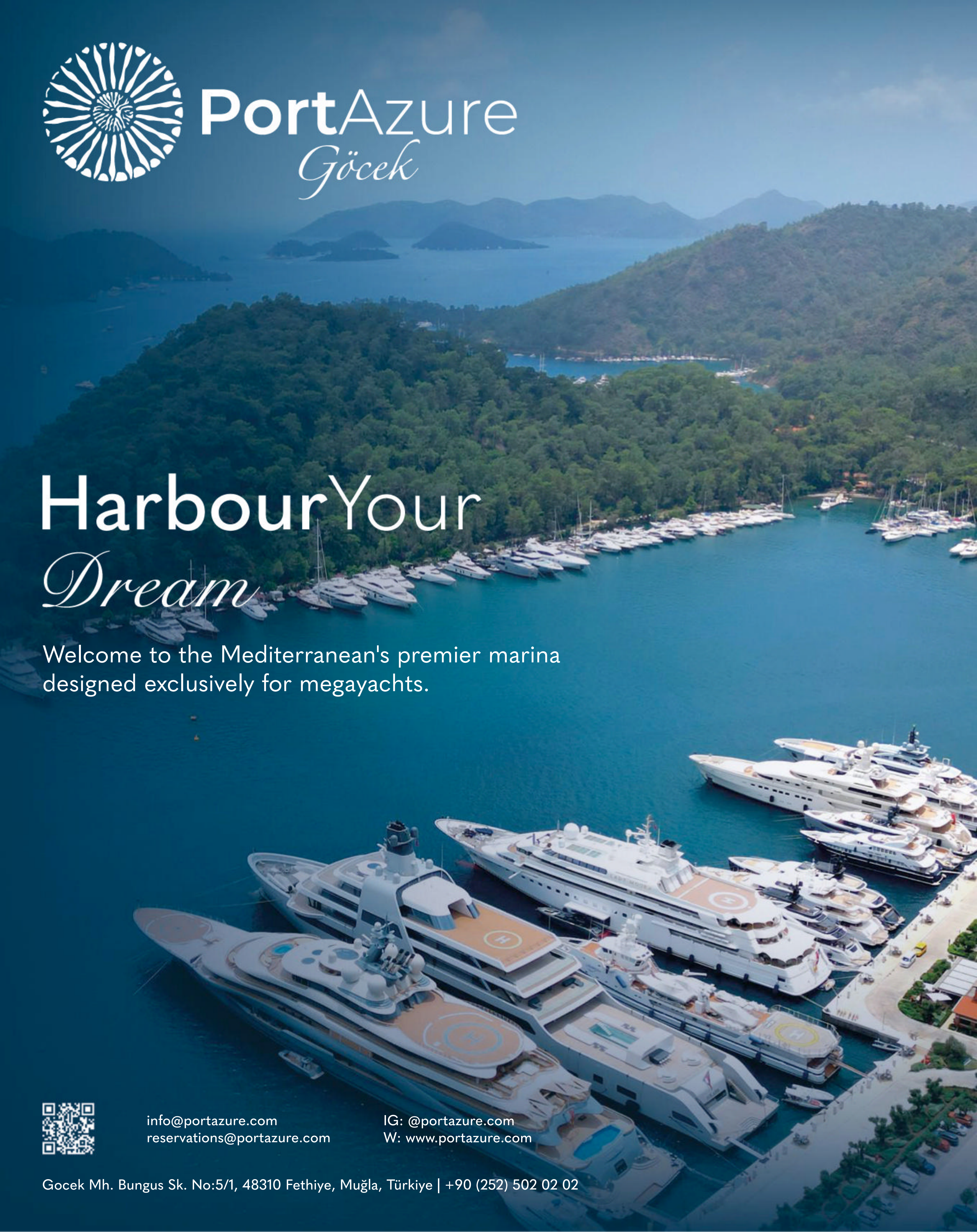
UK shipyard Pendennis has announced the delivery of the 58.8-metre explorer yacht *Seawolf* following her transformative two-year refit. One of the yard's "most technically demanding projects" to date, *Seawolf* has emerged following extensive engineering and electrical works, with a "sympathetic" exterior redesign and an interior refresh. The latter two were completed in collaboration with British studio Design Unlimited. *pendennis.com*

Last acquisition

Heesen Yachts has been acquired by Dutch entrepreneur and investor Laurens Last *(pictured on left)*. A seasoned businessman, Last described the deal as a "dream" and promised to "ensure the brand continues to flourish for generations". This new ownership is set to provide a financial foundation for the Dutch yard alongside strategic growth efforts across international markets. *heesenyachts.com*

> “The sale sees Heesen move from strength to strength, coming just after a record-breaking financial performance in 2024. Newly released figures indicate the Dutch yard reached revenues of €209 million and EBITDA of €17 million amid full production sheds”
>
> BOATPro Editor
> GABRIELLE LAZARIDIS

PHOTOGRAPHY: BRENDAN SMIALOWSKI/AFP VIA GETTY IMAGES; M/Y SEAWOLF



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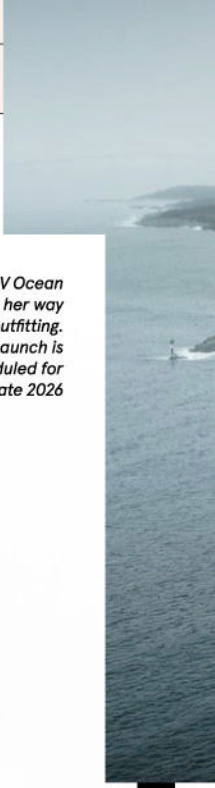


THE BIG REVEAL

As REV Ocean moves from Norway to the Netherlands for outfitting, *BOAT International* was allowed inside for the first time. *Caroline White* explores the world's largest research vessel/superyacht to find astounding proportions and lofty ambitions to match

REV Ocean on her way to outfitting. Launch is scheduled for late 2026

When, in 2021, REV Ocean was found to sit too low in the water, the team behind her creation decided to slice the 182.9-metre boat in half and add 12 metres to the middle. It's a staggeringly bold solution (designed to increase buoyancy), but one that's characteristic of this project. And crucially – following months of planning, extra construction and finally new sea trials in February this year – one that worked.

"That's a fairly common way to fix weight problems of ships," says Oystein Mikelborg, operational director of REV Ocean, matter-of-factly, especially when the problem is detected at a fairly late stage, when alternatives would mean costly and complex work shaving weight elsewhere. They did some of that too – although the biggest reduction can hardly be called shaving – as Mikelborg notes: "We removed the top deck and rebuilt it one level lower using aluminium, which resulted in significant weight savings."

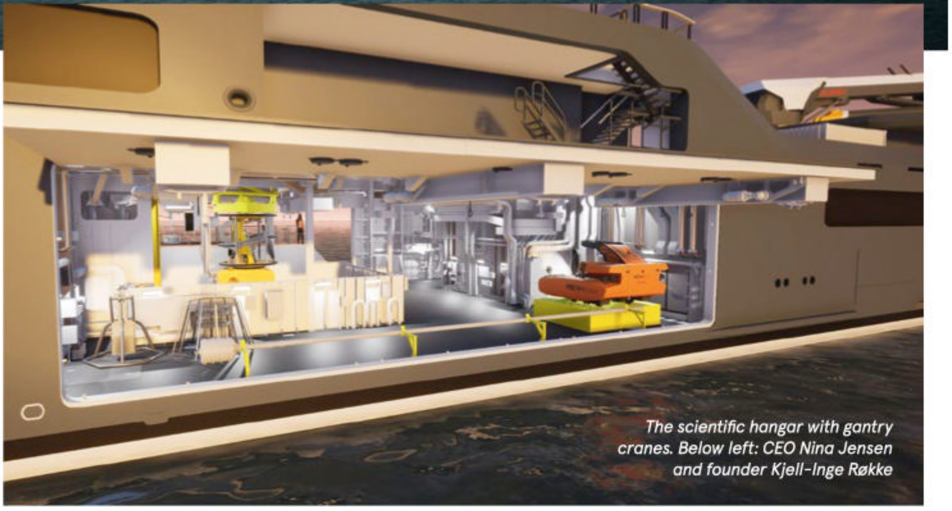
On 5 March the vessel left Norway for the Netherlands, where she will undergo outfitting at Damen Shiprepair Vlissingen. Delivery is now due towards the end of 2026, as a 194.9-metre, 22-metre-beam, eight-deck, Polar Class 6 expedition vessel and superyacht.

REV Ocean is the brainchild of Norwegian billionaire Kjell-Inge Røkke. His vision back in 2016 was a vessel that would carry scientists around the world, with top-notch facilities and the latest technology, to allow them to work (and even invent) in situ towards ocean-conserving solutions. "Our goal is to really bring the world together to advance ocean solutions, make scientific discoveries, explore the ocean, show it to the world and get people inspired and engaged to create solutions," says Nina Jensen, CEO of REV Ocean. They will feed findings back for open-source dissemination on the HUB Ocean data platform, as well those already setup by the UN and other data centres. That's part of the story anyway.

"Seventy-five per cent of the time REV will be dedicated to science missions, and 25 per cent of the time it will be available for exclusive use," says Caroline Boisson, charter manager at Burgess, which will represent the vessel for charter. Røkke has committed to supporting the operation of the vessel under research mode (and is gifting the vessel to the not-for-profit REV Ocean company) – scientists won't pay – but the charter fees will also support the mission. The luxury yacht component of the vessel is significant, comprising five decks in the forward section of

PHOTOGRAPHY: GUILLAUME PLISSON; ILJA C. HENDEL

“WE WANT TO TURN THE SCIENCE INTO SOLUTIONS AND MAKE A DIFFERENCE. IT’S NOT JUST ABOUT FACT FINDING”



The scientific hangar with gantry cranes. Below left: CEO Nina Jensen and founder Kjell-Inge Røkke

the boat (as well as some guest areas in the aft section), with the significant “expedition zone” sequestered in the back portion. Interior design in guest areas is mainly by H2 Yacht Design, and exteriors are largely the work of Espen Øino International. The superyacht-standard guest zone will have 18 cabins, most with floor-to-ceiling windows, attended by 65 crew (in charter mode). There is a 615-square-metre master apartment, 290-square-metre observation deck, a wellness area with indoor and outdoor gyms, two pools and decks connected by a five-deck atrium with glass lift and dramatic suspended staircase. Since expedition yachting will be the draw for charterers, the optimal number of guests will be around 24, leaving ample capacity for charter-enhancing specialists. “You might want to have a VIP speaker like Sir David Attenborough attending for the whole week; and you will need expedition leaders,” says Boisson, by way of example. The science undertaken during charter voyages will be bespoke to the interests of the guests, but with an arsenal of the latest equipment and the expertise of REV Ocean’s team, this won’t be play-science. “This is a yacht but it’s also one of the most advanced research vessels that’s been built in the last 20 years,” says Mikelborg. “So it’s not a pretend, feel-good science vessel. It’s the real deal.”

Want to take the kids to discover a new species on their summer holiday? With the world’s deepest-diving acrylic-sphere sub on board (a Triton 7500/3 that can descend to 2,300 metres) plus a 6,000-metre-deep ROV, it’s likely every science mission will yield first encounters (there is, says REV Ocean science director, Eva Ramirez-Llodra, a lot out there to be discovered, and this is the boat to do it in).

Expedition company Joro Experiences, which will work with guests to plan adventures, envisions multiple activities taking place at once. “The grandparents having coffee, watching the parents exploring in the submersibles (from either the control room or the cinema screen in the two-deck, 30-guest auditorium),” says Joro co-founder Henry Comyn. “Meanwhile, maybe we take the children off to go scuba diving or snorkelling.” There’s also a top-flight media room planned, with a green screen, LED wall and broadcast studio set-up: “If there’s some teenagers who are interested in film, they could make a documentary of their trip. Or each evening they could do a news bulletin, beamed to the whole ship about what’s been happening today,” says Comyn. The REV Ocean team is already in touch with documentary makers from Netflix, Disney and other big streamers, who will be invited on board when there’s space available on a planned itinerary.

Scientists are eagerly awaiting an invitation, too. A panel will select projects based on a set criteria, and all must be focused on finding solutions. “Science is, of course, good in itself but

>

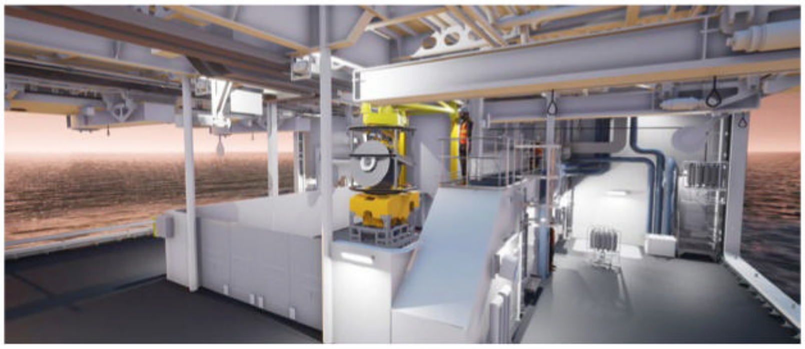
The three-person Triton 7500/3 submersible for REV Ocean

there are a number of other research vessels doing that," says Jensen. "We want to really turn the science into solutions and make a difference. It's not just about fact finding."

They will have a wealth of facilities for this. The extension, for example, added a tranche of facilities: the container deck, which can stow 12 containers of kit, now features a hatch through which loads can be craned to the lower deck, for easy access from the adjacent hangar (which spans decks two and three). When not used for containers, that open main deck space can be set up as a padel court for guests. But it's the moon pool that is the heart of the boat and critical for its sub-sea operations. The 7.7-metre by five-metre hatch (within the hangar) covers an opening that leads down from deck two, through decks one and zero, and out through another hatch in the underside of the hull, with baffles around it. "If you have five metres of sea outside, the sea state in [the moon pool] will be a metre and a half; it dampens the movement," says Mikelborg. "So even if you can't work off the side of the boat, you can still [launch and recover the sub and ROV] in here."

The tech throughout this boat is cutting edge, even evolving. The team is looking into installing hologram tech in the auditorium to beam in guest speakers, and is finalising the Scantrol Deep Vision AI-driven digital species identification system for the already functional vacuum trawling set-up for sample collection: you pre-programme it to collect only the species you want, which are then delivered directly to wet labs below (there are nine sophisticated labs on board).

But perhaps the most exciting aspect of REV's operation will be the synthesis of its scientific and charter operations – with a chance for kismet. "The charterer, perhaps they are working in a tech field, they might have a factory in America, they have maybe designed something that could be useful towards (a scientific goal). Perhaps Eva and her team started to think of (a solution), but they're missing a piece of the puzzle," says Boisson. While it's impossible to predict when a charterer will bring that piece to the voyage, with REV set to attract the scientifically minded and curious, it seems likely some magic will be made.



Above: science director Eva Ramirez-Llodra. Right: the moon pool in the hangar

REV OCEAN IN NUMBERS

1,150,000

METRES OF CABLE, weighing 220 tonnes

19,235

GROSS TONNES of volume

180

ARTWORKS by Norwegian artists will adorn guest areas (curated by Røkke and related to the sea, nature and ocean conservation)

40

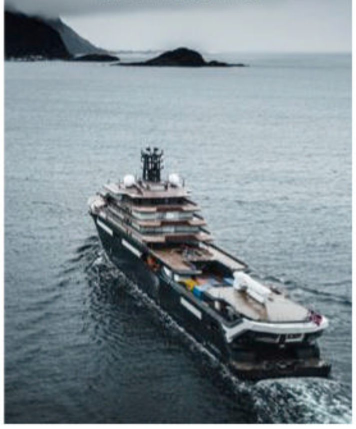
TONNES of batteries

7

LIFTS on board, including two for guests

2

HELIPADS (plus a hangar for an Airbus H145)



PHOTOGRAPHY: GUILLAUME PLISSON

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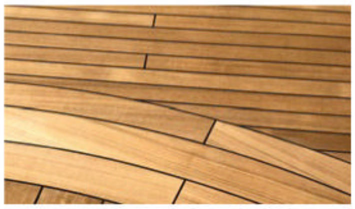

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The World Superyacht Awards 2018 Finalist

Boat Design & Innovation Awards 2019 Winner

SUPERYACHT AUSTRALIA

Above: David Dabbiere, Harry Warburton and Sarah Flavell

Left: Roxanne Hughes, Peter Craig, Malcolm McKeon and Tricia Craig

Reda Bedjaoui, Carmele McGeary and Carla Guilhem

Above: Vittorio Blengini, Luca Boldrini and Francesca Muzio

BOAT
CONSTANCE

Melinda and David Dabbiere

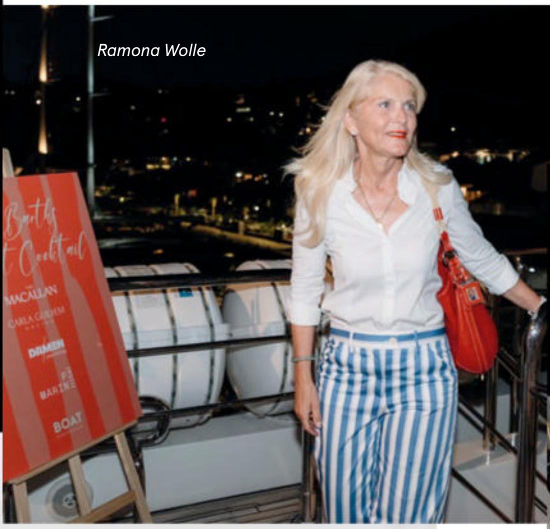
SUNSET COCKTAILS

Just ahead of the St Barths Bucket, *BOAT International* invited distinguished guests and friends to a convivial cocktail party on board 60-metre CRN *Constance*

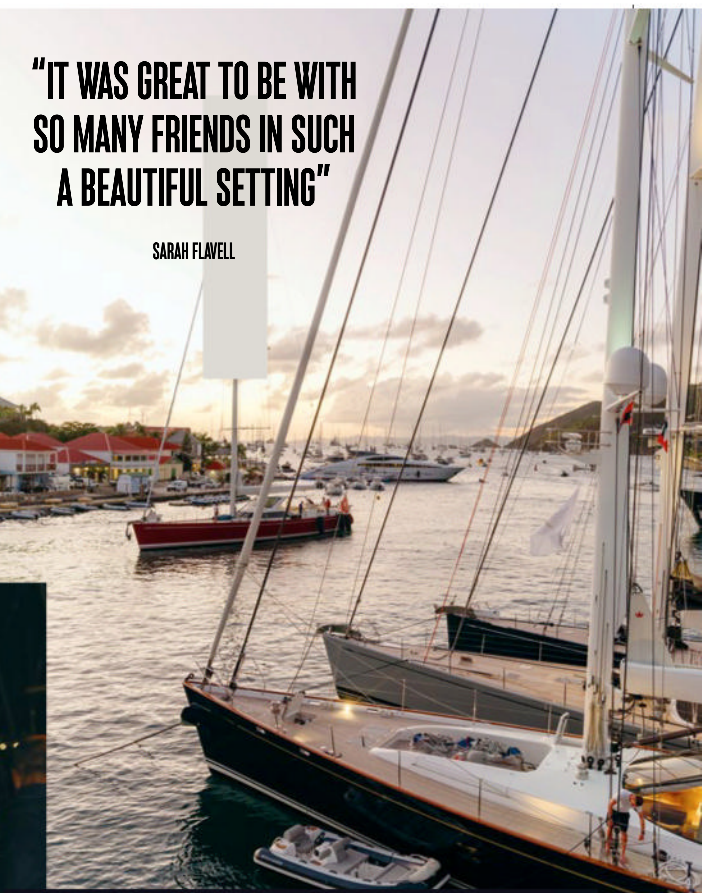
Charlie and Claire Baker

St Barths
Sunset Cocktail
MACALLAN
CARLA GUILHEM
BOAT

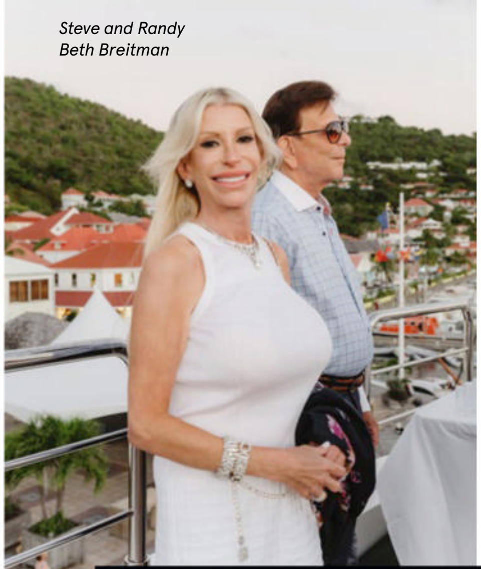
Stewart Campbell, Jörg Wolle, Stacey Ladas, Steve Ladas and Toby Moore


Ramona Wolle

Below: Steve Ladas and Stewart Campbell



> “IT WAS GREAT TO BE WITH SO MANY FRIENDS IN SUCH A BEAUTIFUL SETTING”
>
> SARAH FLAVELL


Steve and Randy Beth Breitman

Jane Smith and Carla Guilhem

Jörg Wolle, Ramona Wolle and Tony Allies

Helena, Stacey and Jayne Ladas

Below: Lady Mirela Cook and guest

Franziska Rickenbach and Marco Vögele

WITH THANKS TO THE MACALLAN, CARLA GUILHEM, DAMEN YACHTING AND P3 MARINE

Below: Matthieu Zuretti and Carla Guilhem

Above: Andrew Winch, Adriana Monk and Mario Pedol

Above: Paola Trifirò and Toby Moore

THE INTERIORS SCENE

Guests celebrated the launch of the eighth edition of *Superyacht Interiors* with cocktails and canapés at Milan's Grand Hotel et de Milan

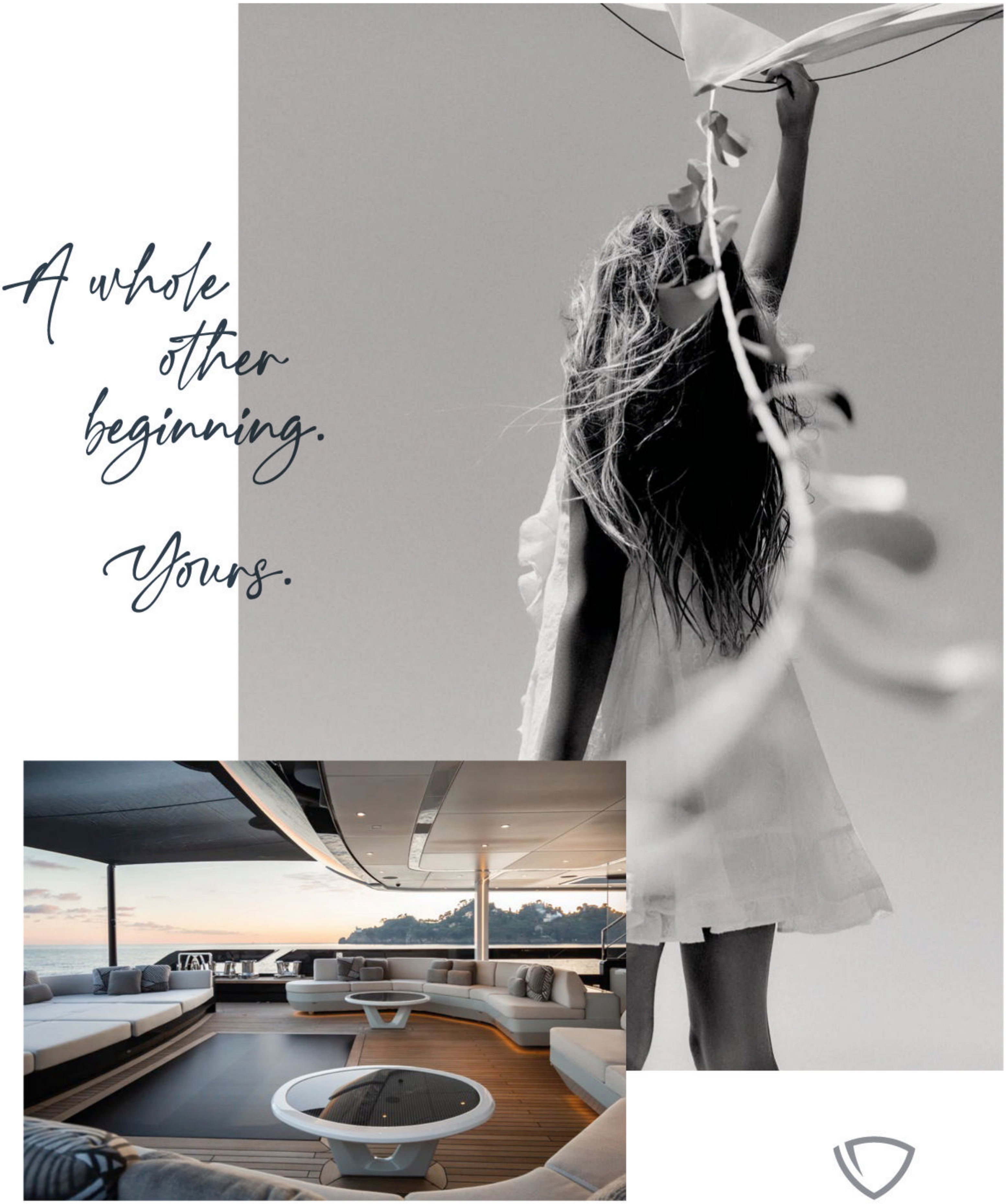
Laura Sessa and Laura Piva

Serena Bartoloni S.Omer and Farouk Nefzi

Maddalena Meda

Jacopo Gessa, Tünde Harkàcsi, Mariangela Oliveri and Giorgio Cassetta

> "THIS EVENT WAS EXCELLENT – IT WAS A PLEASURE TO TAKE PART"
>
> TÜNDE HARKÀCSI



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ITALIAN YACHTS

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>
> **JACQUES COUSTEAU**

LOUIS VUITTON
START POINT
ASPETTO
BEUCHAT
Mundial One

An illustrated love letter to the deep, Ocean Wanderlust runs from submarines to fantastical creatures. £85, assouline.com

The 44mm Tambour Street Diver has a luminescent dial and is water-resistant to 100m. £5,860, louisvuitton.com

SALT x North Sails Navigator sunglasses boast an anti-reflective, hydrophobic and oleophobic coating on polarised lenses. £415, northsails.com

This high-stretch, neoprene jacket was designed by spearfishers. Start Point Aspetto wetsuit jacket, from £126, spearfishingstore.co.uk

The Argonaut titanium dive knife has Blunt and Spartan (very sharp) options. £167, milproaqualung.com

Compact and powerful, the teak and carbon-fibre Vau 115 Extreme speargun is made to order. £1,400, joints-spearfishing.com

These Mundial One fins have a stabilised design for smooth paddling. €90, beuchat-diving.com

Cala del Forte has become the first western border entry point in Italy, for non-Schengen superyachts and crews, a strategic location for regulating access to the Schengen area ensuring security checks and compliance with EU regulations.

Reserve your berth at Monaco's Ports exclusive marina Cala del Forte in Ventimiglia (Italy), just 7.9 miles from Port Hercule and enjoy a stellar array of exclusive features including the highspeed catamaran Monaco One, which will shuttle you comfortably between Cala del Forte and Monaco in just 15 minutes, a fully-equipped state-of-the-art gym, and recharging stations for electric cars and boats. Experience Cala del Forte's shopping area, taste our selection of high-end restaurants, while making the most of our parking facilities.

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This St-Barth 85 Fly is directly available.

Scan QR to visit
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ST-BARTH YACHTS

BOAT LIFE

CELEBRATING EXCEPTIONAL STYLE AND DESIGN

NATURAL WONDERS

The latest in innovative and planet-conscious design for on land and at sea

Shown for the first time at Schumacher's Brera showroom during Salone di Mobile, Nature Squared's Sea Boulders are crafted from eggshell fragments to resemble delicate coral. POA, naturesquared.com

PHOTOGRAPHY: NATURE SQUARED

THIS MONTH: *where to buy on the Great Barrier Reef | Lotus goes green with an all-new SUV | the best in sustainable skincare*

EDITED BY **BELLE RICE**

OPEN SEASON

Belle Rice selects the coming month's arts and entertainment highlights for your calendar

la croix d'or
ANTIQ

Above: The Brilliant Bugattis is a new addition to the Treasure House Fair. Right: Beaverbrook presents a hot-air balloon dining experience at the Royal Ascot

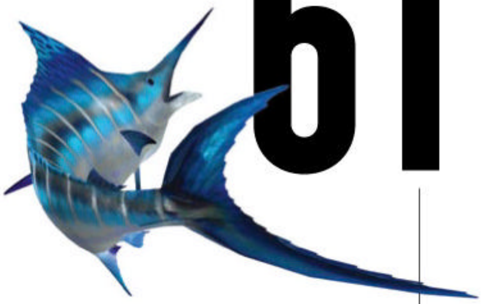
Main course

A highlight of UK social and racing calendars, Royal Ascot has become a huge draw for the international crowd, too, with sheikhs and Silicon Valley CEOs alike in attendance. New this year? Five-star hotel Beaverbrook has a hot-air-balloon-themed al fresco dining experience with lunch, brunch and afternoon tea menus cooked up by Tom Shepherd of Michelin-starred restaurant Upstairs, and master pâtissier Benoit Blin in the Royal Enclosure Gardens. *17 to 21 June, ascot.com*

Right: Godson and Coles will exhibit 18th-century English furniture at the Treasure House Fair

TREASURE HUNT

The brainchild of Thomas Woodham-Smith and Harry van der Hoorn, who co-founded the Masterpiece fair in 2009, the Treasure House Fair is now in its third year and offers an incredible blend of carefully curated dealers in art, antiques and design on the beautiful grounds of the Royal Hospital Chelsea in London. Exhibitors include Adrian Sassoon, Osborne Samuel, Rose Uniacke and yacht dealers and broker Ventura, who specialise in sourcing Riva boats for collectors. This year, the fair also hosts The Brilliant Bugattis (*left*), an exhibition on the Bugatti family featuring designs, furniture, sculptures and cars by four generations of the family. *26 June to 1 July, treasurehousefair.com*



Catch of the day

One of the world's best locations for sportfishing, Bermuda hosts the Triple Crown Billfish Championship, comprising the Bermuda Billfish Blast, the Bermuda Big Game Classic and the Sea Horse Anglers Club Billfish Tournament. Nine days of fishing take place during the three-series tournament, with points earned at each event for boats, crews and anglers. Registration for the Billfish Blast closes on 3 July. *3 to 21 July, bermuda.catchstat.com*

The Design Centre at Chelsea Harbour's annual WOW!house has become a London must-see for anyone with an interest in interiors. This year, rooms will be decorated by some of the biggest names in design, including Kelly Hoppen, Ben Pentreath and Thurstan. *3 June to 3 July, dcch.co.uk*

Gurney's Montauk Resort occupies a stretch of pristine beach

New to the Hamptons

Gigi's Montauk, the new flagship restaurant at Gurney's Montauk Resort and Seawater Spa, opens this summer, just in time for the start of the Hamptons' season. Serving up Mediterranean cuisine cooked with fresh, local ingredients, it will be led by executive chef Justin Lee. Elsewhere in the resort, a Dolce&Gabbana takeover is on the cards for the oceanfront beach club. *gurneysresorts.com*

Loro Piana Giraglia expands race village

Loro Piana Spring summer 2025

GRAND PIANA

For this year's edition of the Loro Piana Giraglia, four days of inshore racing alongside France's most famous fishing village precede the offshore 241-mile triangle route between Saint-Tropez, Giraglia and Genoa. With a larger race village this year built with Yacht Club Italiano and Société Nautique de Saint-Tropez, there's a packed social schedule over the week for all participants. *6 to 14 June, loropianagiraglia.com*

Ocean Talks

Held in partnership with the Ocean Family Foundation, BOAT International's Ocean Talks brings together the superyacht industry and the world of marine conservation for an evening of hosted panels, meaningful conversation and networking at The Serpentine Gallery in London's Hyde Park. *12 June, boatinternational.com*

PHOTOGRAPHY: GURNEY'S MONTAUK RESORT & SEAWATER SPA; COURTESY OF LORO PIANA; COURTESY OF TRESSIRE HOUSE FAIR; COURTESY OF ROYAL ASCOT; COREY FORD/ALAMY STOCK PHOTO; COURTESY OF THE OWNER

Silhouette's brand ambassador Arizona Muse. Below: the Clear Sky Collection, from £279, silhouette.com

CHANGING ROOM

Fashion brands are kicking against the tide of green-washing and focusing on making a real difference in the luxury space, says *Belle Rice*

In recent years, it's almost become a pre-requisite for fashion brands to tout their eco-credentials as they launch their new (and ever more frequent) collections, but the same labels are often accused of doing the bare minimum to keep their environmentally conscious customers happy. And in a world where mass production and overconsumption are the new normal, it's often a struggle to find labels we love genuinely doing their best for the planet while simultaneously creating stylish pieces you actually want to wear. Here, we take a look at the best in menswear, womenswear and accessories – plus a game-changing replacement for fur fans being adopted by fashion-forward brands that will soon be in a wardrobe near you.

The eyes have it

Luxury Austrian eyewear brand Silhouette's first fully sustainable collection has been created with a "clear design, clean production" ethos. Committed to zero per cent microplastic use, its production facility saves, reuses and recycles its water through its two on-site purification systems. The Clear Sky collection is made from agricultural, forestry and aquacultural by-products transformed into a new bio-circular-based material called SPX® Green+, producing 60 per cent less carbon emissions than otherwise. Supermodel Arizona Muse has partnered with Silhouette as a brand ambassador. *silhouette.com*

Men's Basel micro-modal T-shirt, £105, derek-rose.com

Fast forward

Founded 99 years ago, Derek Rose is a British heritage label making strides to be at the forefront of eco-friendly luxury. The brand has given careful thought to where they can create meaningful changes, from the recycled cardboard hangers that showcase the soft cashmere, cotton and Tencel T-shirts, jumpers and trousers in its boutiques, to the reusable fabric bags given to customers. And online orders arrive in Forest Stewardship Council-approved eco-friendly recyclable cardboard packaging. When it comes to the clothes themselves, the team seeks out mills and fabrics that have sustainable credentials to ensure a responsible production process from start to finish. *derek-rose.com*

PHOTOGRAPHY: COURTESY SILHOUETTE EYEWEAR; JAKE JOHNSON ON UNSPLASH; JUSTIN HEAP ON UNSPLASH

WOMENSWEAR BRAND GABRIELA HEARST IS PLASTIC-FREE, WITH CARBON-NEUTRAL RETAIL SPACES AND RUNWAY SHOWS

Sole purpose

After growing up on a ranch in Uruguay, where "the notion of luxury meant things were beautifully crafted and made to last", Gabriela Hearst founded her eponymous label in 2015 with the tenets of tradition, sustainability and purpose at the core of each piece. Ten years later, the brand is plastic-free, with carbon-neutral retail spaces and runway shows, and is committed to eco-friendly fabrics that use less water in the production process. All of this, and Hearst commands serious attention as a designer; she won the CFDA American Womenswear Designer of the Year in 2020 and is repeatedly acclaimed for her work. This spring, the brand launched its first sustainably crafted sneaker, The Ohio. Made in Italy with rubber soles composed of 30 per cent recycled materials and leather that is 100 per cent sourced from a tannery certified by the Leather Working Group, the sole is assembled using water-based glue. *gabrielahearst.com*

The Ohio Slip-on sneaker in sand nubuck, £840, gabrielahearst.com

Special-edition Bou bag in Savian's BioFluff plant-based fur, POA, ganni.com

On the runway at Gabriela Hearst's Paris Womenswear Spring/Summer 2025 show

Fur good

Faux fur versus the real thing has become the fashionable debate in recent years, with the argument that the fake version – often sold at lower prices – is discarded too frequently and takes years to biodegrade. Enter Savian, a brand on a mission to completely transform textiles with its plant-based fur, shearling, fleeces and teddy fabrics – as good as the real thing and nowhere near as bad for the planet as the synthetic stuff. Founded in 2021 by a team of material scientists based between Paris and Silicon Valley, the textiles are crafted in Italy from 100 per cent renewable plant fibres such as nettle, hemp and flax. This process reduces CO2 emissions by up to 90 per cent and has been embraced by the likes of Stella McCartney, Ganni and interiors accessories label Redduo. *savian.bio*

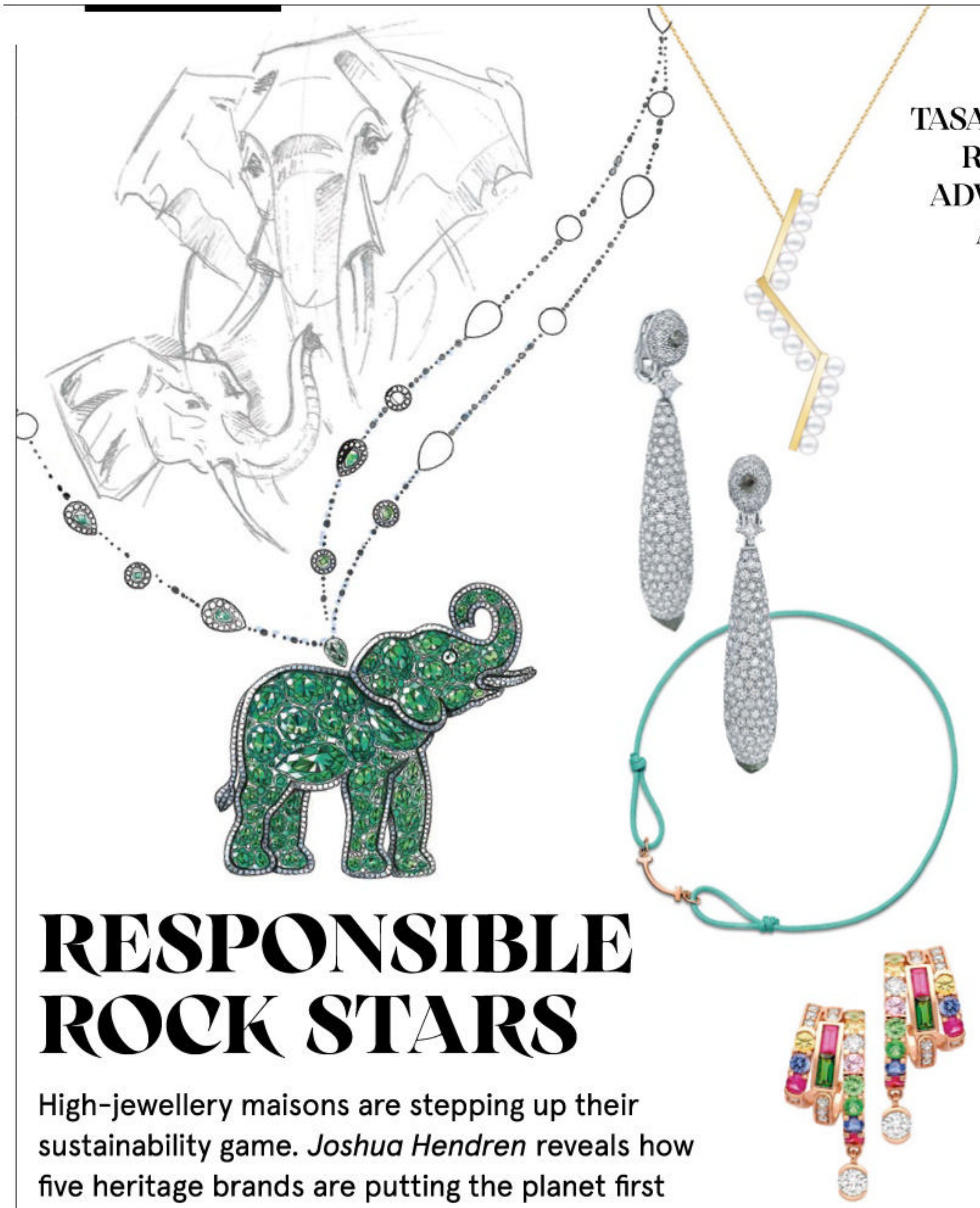
IN THE SPIRIT OF SUSTAINABILITY

With a holistic approach to sustainability, Mijenta is the first B Corp-certified tequila brand. Tequila Blanco, £55, selfridges.com

Every bottle of Dancing Puffin Vodka is made from recyclable glass with wood-free labels, and spent botanicals are locally foraged and composted. From £18, badachrodistillery.com

Cooper King Dry Gin is made in a distillery powered by 100 per cent renewable energy, each bottle offsets 1kg of CO_2. From £41, cooperkingdistillery.co.uk

PHOTOGRAPHY: PETER WHITE/GETTY IMAGES; MOON INTERNATIONAL; JAKE JOHNSON ON UNSPLASH



Clockwise from top left: Chopard emerald elephant pendant, POA, chopard.com; Tasaki 70th Anniversary balance arm necklace in 18kt yellow gold and Akoya pearls, £6,160, tasaki.co.uk; De Beers Talisman cocktail earrings in white gold, £82,000, debeers.com; Tiffany T Smile bracelet in rose gold on a blue cord with diamonds, £920, tiffany.com; Boodles The National Gallery Play of Light Rose Gold Ruby earrings, £8,800, boodles.com

RESPONSIBLE ROCK STARS

High-jewellery maisons are stepping up their sustainability game. *Joshua Hendren* reveals how five heritage brands are putting the planet first

TASAKI HAS CULTIVATED DISEASE-RESISTANT OYSTERS USING ADVANCED GENETIC RESEARCH AND CRYOPRESERVATION

REPURPOSED PLASTIC

Tiffany & Co. puts ocean conservation front and centre with its Love For Our Oceans initiative. Through sales of T Smile cord bracelets – crafted from recycled ocean-bound plastic – the New York jeweller has pledged more than £785,000 to support marine conservation efforts by The Nature Conservancy. It's the latest step in Tiffany's long history of environmental action, including more than £29 million awarded globally by The Tiffany & Co. Foundation since 2000. *tiffany.com*

DISEASE-FREE OYSTERS

Tasaki has embedded eco-conscious practices directly into its pearl farming. By cultivating disease-resistant Akoya oysters using advanced genetic research and cryopreservation, the Japanese jeweller significantly cuts oyster mortality and prevents harmful eutrophication (nutrient overload in water, which causes algal blooms and oxygen loss). Farming more than four million oysters a year – each filtering up to 400 litres of seawater daily – Tasaki actively improves marine habitats. It also plants trees and regularly organises coastal clean-ups around its pearl farms. *tasaki-global.com*

The Venetia Limpopo Nature Reserve is DeBeers' 32,000ha nature sanctuary in South Africa

ROOM TO ROAM

Diamond expert De Beers is hands-on about protecting wildlife habitats. It directly manages 200,000 hectares of conservation land – double the size of its mining operations – which have become thriving wildlife reserves over the past 50 years, home to numerous endangered species. De Beers also teams up with conservation groups such as the National Geographic Society on projects to protect vital ecosystems, such as Botswana's Okavango Delta. *debeers.com*

SINGLE-STONE COLLECTION

Chopard's latest high-jewellery collection, Insofu, showcases the brand's commitment to ethical sourcing. It was created from one 6,225-carat rough emerald unearthed in Zambia, and the Swiss house has prioritised traceability by collaborating with skilled gem-cutters to sustainably transform the stone into 850 carats of jewellery. The maison also focuses on water conservation, using gold mines in South America that are part of the Better Gold Initiative, ensuring that water is managed responsibly so there is no negative impact on the local communities' water supply. One of the Peruvian mines has reached a 100 per cent water reuse rate as well as collecting rainwater to use in its operations. *chopard.com*

TRACEABLE GOLD

British heritage jeweller Boodles ensures transparency through its exclusive use of Single Mine Origin gold. Every piece of jewellery can be traced directly back to a specific mine, allowing customers to follow their gold from source to finished item. The initiative directly benefits rural African communities by funding local schools, creating jobs and improving quality of life. Boodles applies similar standards to its diamonds, sourcing directly from respected global mines to guarantee ethical and responsible practices across all collections. *boodles.com*

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THE RIGHT LOTUS

Simon de Burton settles into the silent, electric-powered luxury of the Lotus Eletre SUV

The Lotus Eletre R model can go from zero to 100km/h in less than three seconds

When Colin Chapman set up Lotus in an old stable block behind the Railway Hotel in Hornsey, north London, his goal was to manufacture small competition cars that customers could buy in kit form and build into economical racers.

The most celebrated of those DIY efforts was the Seven, which Chapman launched in 1957 as a road-legal car that club racers could build on a shoestring, then drive to and from the track to save on transport costs.

Almost as famous as the Seven was the oxymoronic mantra that Chapman espoused when designing his cars. "Add lightness," he said, because less weight meant less work for a car's engine, less wear on components, less fuel consumption and, above all, finer handling.

So what would Chapman make of the latest Lotus? It's called the Eletre, and it weighs just over 2.5 tonnes – that's the equivalent of more than five Lotus Sevens.

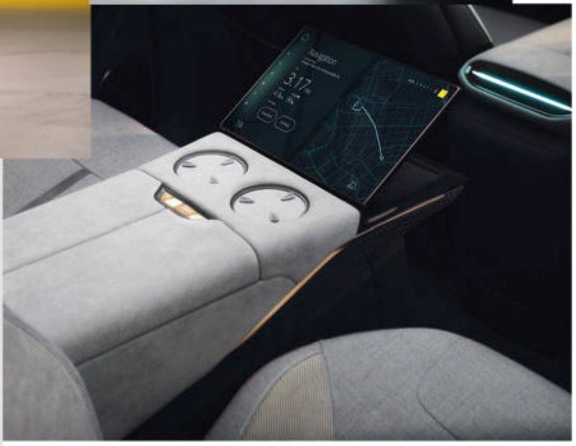
Instinct says he would have hated it – but would he really? Since Chapman's death in 1982, Lotus has been through myriad changes and owners, the most recent custodian being Chinese multinational Geely, which will offer only electric or petrol-electric Lotuses by 2028.

That fits in with the dramatic way the automotive world has changed since Chapman's day, leading to Lotus becoming a marque that its founder might not even recognise were it not for the survival of the famous green and yellow logo he designed more than 70 years ago.

TEAM LOTUS
LOTUS

Founder Colin Chapman and driver Graham Hill in a Lotus 49 in 1967

EMBRACING ELECTRIFICATION SHOULD ENSURE LOTUS IS STILL AROUND TO CELEBRATE ITS CENTENARY IN 25 YEARS' TIME



Top left: the green and yellow Lotus logo was originally designed by Chapman. Top right and above: exceptional details in the interior finish include sound speaker grilles from KEF and cupholders that sink into the centre console

SPECS

LOTUS ELETRE

Engine dual motors: one front, one rear
Power 603hp (R model 906hp)
Top speed 258km/h (R model 265km/h)
Combined range 555km (R model 489km)
Charge time 80% in 20 minutes
Price from £90,805 (R model from £130,000)

But as an engineer, designer, visionary and businessman (albeit something of a hustler in the latter department), Chapman would have understood the need for progress – and no one could deny that embracing electrification should ensure Lotus is still around to celebrate its centenary in 25 years' time.

Its first electric model was the Emeya "super saloon" that went on sale last year as a direct competitor to the Porsche Taycan and established the template for the signature style of the maker's battery-powered range, a style that has transitioned well to the Eletre, its first SUV.

Fitting into the crossover segment, the Chinese-built car features the coupé look that alludes to Lotus's pure sporting roots. And despite its weight, that's a heritage that the Eletre is more than capable of living up to because (like all of today's larger electric cars) it is eye-wateringly fast in the acceleration department.

Lotus, in fact, calls the Eletre a hyper SUV thanks to the fact that – in top-of-the-range "R" form – it's the fastest dual-motor SUV on the market, with its front- and rear-mounted drive systems producing more than 900 horsepower and catapulting the car's substantial bulk to 100km/h in less than three seconds.

But the fact that the Eletre can go from A to B rapidly is only one part of the story; the other part is about the tech that enables it to do so and the luxury in which its occupants get to enjoy the ride.

Handling, therefore, is well up to Lotus standards and is helped by aerodynamic design touches that include dramatic "wings" that direct air towards a deployable rear spoiler, and a sophisticated air suspension system that, in most situations, makes for a plush and comfortable ride but could get choppy on more undulating surfaces.

In any event, ground can be covered remarkably fast despite the Eletre's near-5.2-metre length and, thanks to its size, occupants never feel cramped.

Indeed, while Lotus cars of old were all about the driving experience, the Eletre is focused on getting from A to B in silent, electric-powered luxury.

The interior finish is exceptional with much devil in the detail (the speaker grilles for the KEF sound system are true works of art), while plenty of soft-touch material lends a hint of Lotus sportiness.

A sophisticated 15.1-inch infotainment screen has so many functions that it takes a while to learn, while more state-of-the art tech such as cameras and high-definition screens are used instead of reflective glass for both the door and rear-view mirrors.

Beautifully made, engine-turned levers control the cabin temperature and drive mode selection, while equally tactile metal switches activate the windows. Even the cup holders (small and large) have been engineered to sink gently into the centre console when required and rise to fit flush when not in use.

All of the above, of course, plays a part in the Eletre's weight – and, while Lotus has managed to negate its effect on performance, range anxiety began to set in after little more than 322 kilometres of real-world driving. The good news, though, is that Lotus claims it can take as little as 20 minutes to sufficiently recharge the batteries to 80 per cent, enough (officially) for 400 kilometres of autonomy.

So, is the Eletre a Lotus? Probably only insofar as it carries the name. But no one, even Colin Chapman, could argue that it isn't exactly as advertised – a fast, luxurious, beautifully built and confidence-inspiring "super SUV". *lotuscars.com*

BACK-SEAT ESSENTIALS

Leather duffle holdall, £2,725, purdey.com

Men's driving gloves in tan nappa, £125, aspinaloflondon.com

The Fortnum's Foodhall hamper, £165, fortnumandmason.com

PHOTOGRAPHY: HERITAGE IMAGE PARTNERSHIP LTD/ALAMY STOCK PHOTO; COURTESY OF LOTUS CARS

Ocean Talks 2025

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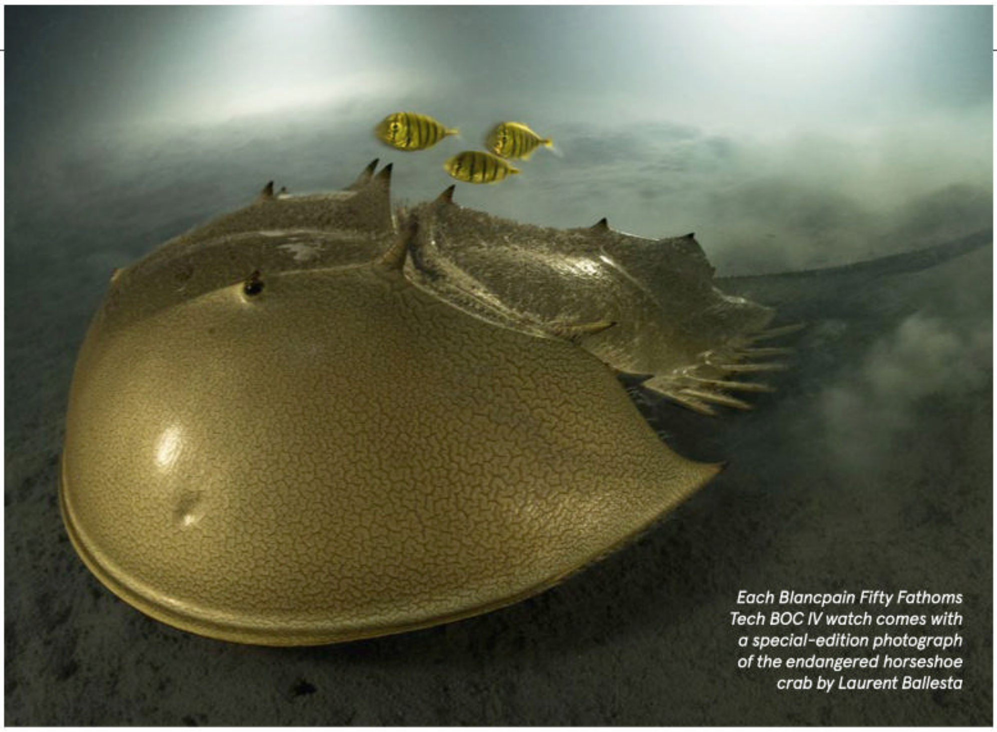


Each Blancpain Fifty Fathoms Tech BOC IV watch comes with a special-edition photograph of the endangered horseshoe crab by Laurent Ballesta

TIME CONSCIOUS

What to wear if you're an ocean-loving watch aficionado? *Simon de Burton* takes a look at the best sustainable and stylish timepieces

ULYSSE NARDIN

Diver [AIR]

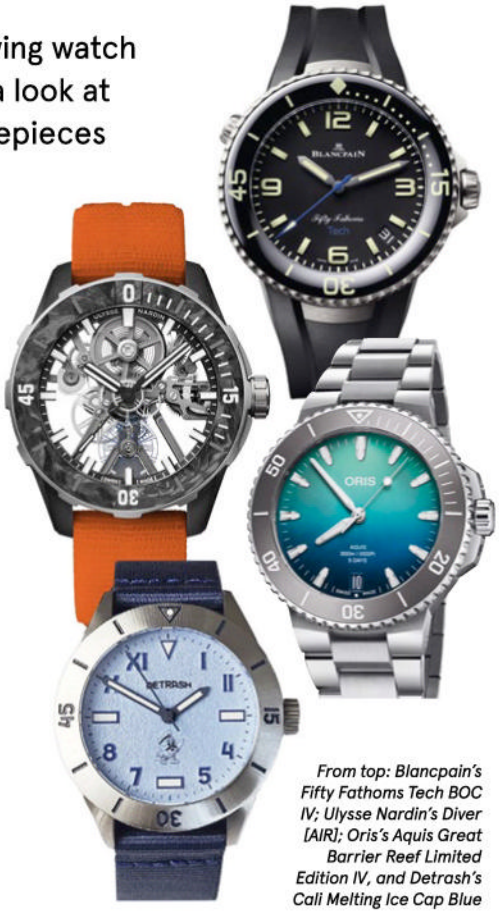
Ulysse Nardin's links to the sea date back to the 19th century, when it became the official ship's chronometer supplier to several of the world's navies. Its latest dive watch, however, is very 21st century – not only is it the lightest mechanical diver ever made, it's largely constructed with recycled materials. Weighing just 52 grams (including its strap), the lightness of the 44-millimetre watch is accounted for partly by the skeletonised titanium from which the dial and movement are made. The middle of the case, meanwhile, is hewn from 90 per cent recycled titanium, with the remaining components, including the bezel, made from salvaged fishing nets and carbon fibre originally used on IMOCA racing yachts. Despite feeling almost lighter than air, the Diver [AIR] still meets the required ISO 6425 standard for a professional dive watch and is water resistant down to 200 metres. *From £36,204, ulysse-nardin.com*

BLANCPAIN

Fifty Fathoms Tech BOC IV

This is the most sophisticated interpretation of the celebrated Fifty Fathoms dive watch since the original was launched in 1953. The new 45-millimetre case is made from corrosion-proof Grade 23 titanium and features a helium escape valve enabling the watch to be worn in a hyperbaric chamber, while the dial features ultra-luminous, block-shaped hour markers. Buying one helps the environment, too, as £1,000 from each sale will be donated to the Blancpain x Sulubaaï Marine Research Centre – part of a project to create marine protected areas in collaboration with the locals of Pangatalan Island and Shark Fin Bay in the Philippines. Each watch is supplied in a waterproof Pelicase along with a donation certificate and a special-edition photograph of an endangered horseshoe crab by award-winning wildlife photographer Laurent Ballesta. *£19,900, blancpain.com*

> £1,000 FROM EACH SALE OF BLANCPAIN'S FIFTY FATHOMS TECH BOC IV WILL BE DONATED TO THE SULUBAAÏ MARINE RESEARCH CENTRE



From top: Blancpain's Fifty Fathoms Tech BOC IV; Ulysse Nardin's Diver [AIR]; Oris's Aquis Great Barrier Reef Limited Edition IV, and Detrash's Cali Melting Ice Cap Blue

ORIS

Aquis Great Barrier Reef Limited Edition IV

Oris has long been committed to doing its bit for the world's oceans, displaying its green credentials through multiple water-based initiatives that have ranged from sponsoring the clean-up of South Korea's Hangang River to assisting with New York's Billion Oyster Project that aims to re-populate the Big Apple's harbour with the molluscs that were once prolific there. And, back in 2010, it partnered with the Reef Restoration Foundation to provide funds towards preserving and reviving Australia's Great Barrier Reef, the largest reef system in the world. Oris has now created a fourth watch in the series, this 43.5-millimetre Aquis Date model, which gets a dial finished in a sea-like gradient blue and a case back engraved with an image of corals. Fitted with the brand's latest Calibre 400 self-winding movement, the watch offers a five-day power reserve and is water-resistant down to 300 metres. Just 2,000 numbered examples are available. *£3,550, oris.ch*

DETRASH

If you like the idea of a sustainably made watch that you won't agonise about damaging while out on deck, British microbrand Detrash could have the answer. All its products feature cases made from 80 per cent recycled steel and straps created from plastic waste recovered from the sea – and it claims to be the only European watch company to have signed up for the "1% For The Planet" initiative created by Patagonia clothing brand founder Yvon Chouinard. Subscribers must pledge one per cent of business turnover to planetary causes. *£375, detrash.com*

PHOTOGRAPHY: LAURENT BALLESTA

THE GREAT ESCAPE

Homeowners in Sydney and Melbourne are looking north to the Great Barrier Reef in search of laid-back luxury and unspoilt beaches, says *Ruth Bloomfield*

For those who find the ocean's pull irresistible, the Great Barrier Reef and its 344,400 square kilometres of pristine coral teeming with rare aquatic life is possibly the greatest destination in the world.

The opportunity to live in high comfort and within easy distance of the world's largest reef is turning some of northern Queensland's resort towns into luxury property hotspots filled with ultra-modern houses aimed at wealthy city buyers looking for change.

Cliff House in Palm Cove offers stunning views over Double Island and Cape Tribulation

As a result, the real-estate market in Queensland is outperforming Australia's better-known prime locations. The average house sale price in Queensland jumped by 8.5 per cent in 2024, reports the Real Estate Institute of Queensland, compared to 2.3 per cent in Sydney, according to CoreLogic.

But for now, you will still get more bang for your buck by heading north, beyond Sydney and the Gold Coast.

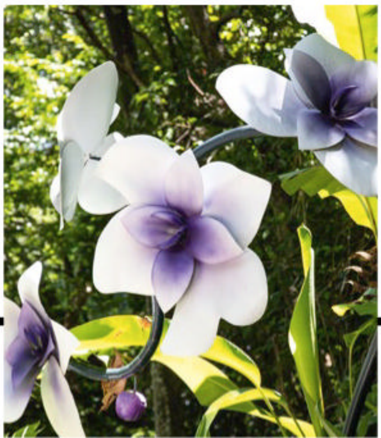
"To sell their property in Sydney or Melbourne, buy something for half the price, and then invest the rest [of the money] or use it to buy the perfect boat seems to be a common theme with new purchasers," says Wayne Singleton, director of Whitsundays Queensland Sotheby's International Realty.

The Whitsundays, an archipelago of 74 islands in the Coral Sea, are mostly uninhabited, but there's a thriving community on Hamilton Island. Buyers can expect to pay around AUD$4 million (£1.88m) for a four-bedroom house with sea views, and around $1.2 million for a two-bedroom apartment.

"Whitsunday Island would have to be one of the most desirable locations in the world; it's unbelievable for boating," said Singleton.

High-net-worth buyers discovered this gem during the Covid-19 lockdowns and sale prices shot up 30 per cent between 2021 and 2023. Growth then returned to around five per cent during 2024, as pandemic buying slowed to normal levels. However, Singleton still deals with a steady stream of buyers, mostly in their forties and fifties, looking for a second home.

Hamilton Island has its own airport with direct flights to major Australian cities. "It is a safe haven with no crime and perfect weather most of the year," Singleton says. "Electric golf buggies are our mode of transport, with a choice of restaurants, a championship golf course and some of the safest anchorages to explore the Great Barrier Reef."

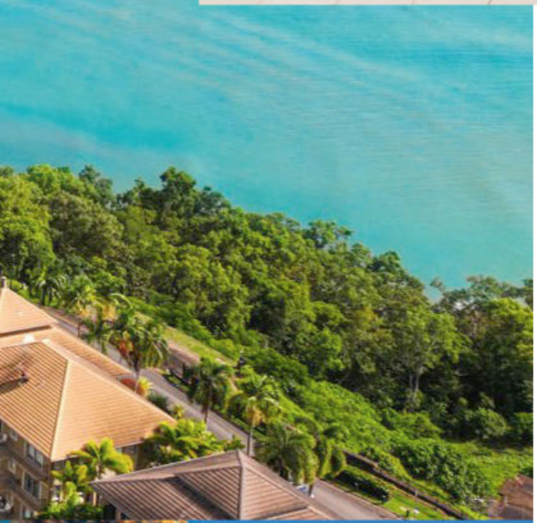


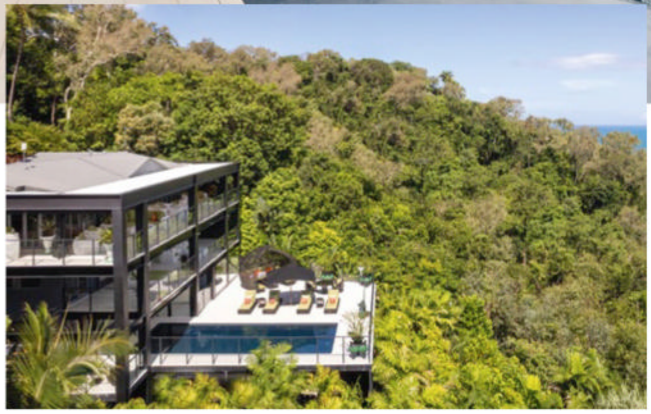
Along with its scenery, this quiet luxury vibe is attracting buyers from ritzy resorts along the Gold Coast and into the more homespun north. Another beneficiary is Palm Cove, a beach enclave 24 kilometres north of Cairns. With the sea on one side and Kuranda National Park on the other, it is an ideal spot to immerse yourself in nature. Locals walk barefoot, travel by bike and spend downtime in or on the water. It's reportedly the spa capital of Australia, and despite its diminutive size it has a wide range of upscale restaurants and bars.

Property prices in Palm Cove are a little lower than on Hamilton Island. Jason Monk of McGrath Estate Agents, Knight Frank's partner in Australia, estimates that a four-bedroom villa with a pool and sea views would set you

PHOTOGRAPHY: MCGRATH; FRANCESCO UNGARO ON UNSPLASH; BAUHAUS PHOTOGRAPHIC

The Glasshouse, a three-level house in Port Douglas, offers 180-degree views over the Coral Sea





THIS QUIET LUXURY VIBE IS ATTRACTING BUYERS FROM RITZY RESORTS

back between $2.5 million and $1.5 million. Two-bedroom apartments, also with a sea view, are between $800,000 and $1.5 million. Monk estimates that in the past year, prime prices have increased five to 10 per cent in Palm Cove, due to customers from Sydney, Melbourne or Brisbane purchasing holiday homes or semi-permanent residences.

"Since the pandemic, there has been a notable increase in remote workers moving to northern Queensland," says Monk. "Many have reassessed their priorities, choosing lifestyle destinations where they can work remotely while enjoying the benefits of space, nature and a slower pace of life."

About 40 kilometres along the coast from Palm Cove, a similar buyers' cohort looking for a buzzier feel heads to Port Douglas. Barbara Wolveridge, director of Queensland Sotheby's Realty, estimates that a four-bedroom home with Port Douglas coastline views would cost between $5 million and $10 million. Like other Queensland hotspots, prices shot up during at the height of the pandemic, but have started to recalibrate over the past couple of years.

Its mix of small-town charm and high-end amenities make it perfect for a holiday home or investment purchase, explains Amanda Haines at Queensland Sotheby's International Realty Port Douglas. "The region offers rainforest hikes, secluded beaches, world-class diving and unparalleled boating beyond just a sunset sail in Sydney Harbour."

BOAT PRO

207 SUPERYACHTS HAVE VISITED THE GREAT BARRIER REEF SINCE 2000, THE LONGEST BEING 94.8M FEADSHIP *BLISS*

Tramonto, a five-bedroom, six-bathroom retreat on Hamilton Island, overlooks Plum Pudding Island

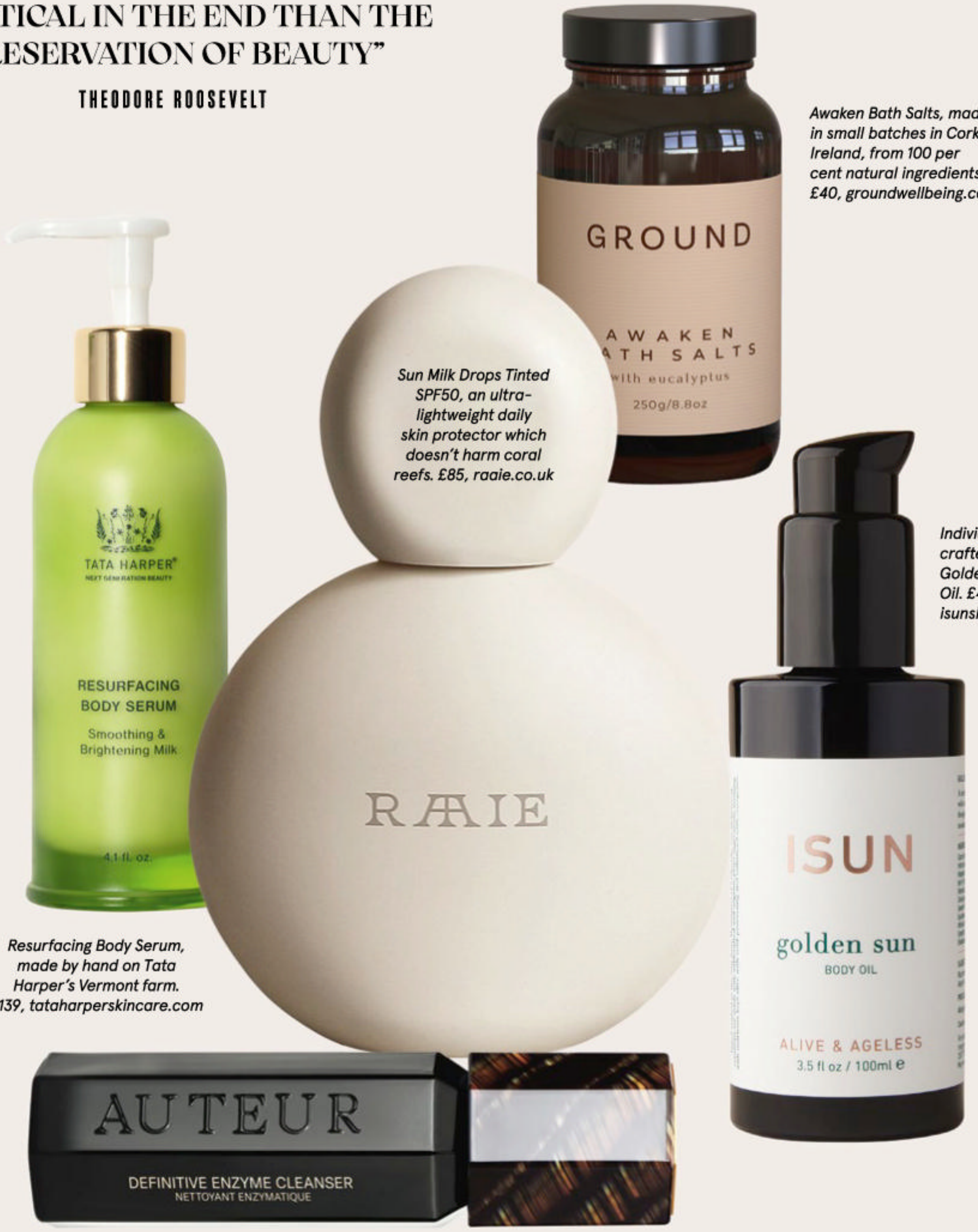
ON THE MARKET

This contemporary five-bedroom home is on **Hamilton Island**. Its views can be enjoyed from the pool terrace, balconies, outdoor kitchen and barbecue area, or from within its open-plan living spaces. *Offers over AUD$15 million, queenslandsothebysrealty.com*

A four-bedroom house overlooking **Port Douglas** and the ocean beyond, this contemporary three-storey house comes with a saltwater pool and is within walking distance of the town's shops, restaurants and bars. *Offers over $6m, queenslandsothebysrealty.com*

A modern house 15 minutes from the centre of **Palm Cove** with an infinity pool overlooking the Coral Sea. The four-bedroom residence is open-plan with bi-fold doors into the gardens. Extras include a six-car garage, lift, gym and a 1,200-bottle wine cellar. *$7.1m, mcgrath.com.au*

> “THERE IS NOTHING MORE PRACTICAL IN THE END THAN THE PRESERVATION OF BEAUTY”
>
> THEODORE ROOSEVELT


GROUND
AWAKEN BATH SALTS
with eucalyptus
250g/8.8oz
TATA HARPER
NEXT GENERATION BEAUTY
RESURFACING BODY SERUM
Smoothing & Brightening Milk
4.1 fl. oz.
RAAIE
ISUN
golden sun
BODY OIL
ALIVE & AGELESS
3.5 fl oz / 100ml ℮
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Awaken Bath Salts, made in small batches in Cork, Ireland, from 100 per cent natural ingredients. £40, groundwellbeing.com

Sun Milk Drops Tinted SPF50, an ultra-lightweight daily skin protector which doesn’t harm coral reefs. £85, raaie.co.uk

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A TALE OF TWO CITIES

The renowned Miami-based Carla Guilhem Design Studio opens a new studio in Rome

Imagine a design studio that epitomises the vibrant energy, excitement and laid-back elegance of Miami and then combines it with the classical influences and timeless artisanship of the ancient city of Rome. With the opening of its first international studio in Rome this April, the Miami-based Carla Guilhem Design Studio will be able to draw on such inspiration from both cultural and artistic centres and apply them to all its future design projects.

"Italian design has always been synonymous with craftsmanship, elegance and timelessness," says studio founder and creative director Carla Guilhem. "With the two studios, we will infuse these qualities into our work, adding a layer of Italian sophistication to both our Italian and American projects. In Italy, we'll be inspired by the deep-rooted history of art and design, while in the US, we'll bring that classic Italian touch to contemporary designs, making them feel both fresh and refined."

For Guilhem, the US design scene is experimental and forward-thinking, from cutting-edge materials, technology integration and design concepts that push boundaries. Incorporating these approaches alongside the European artisanal spirit and cultural sophistication, will bring a new dynamic to the studio's designs on both sides of the Atlantic.

Just like Miami, the Rome studio will offer full-spectrum interior design services with a strong focus on yachting, residential and luxury commercial projects. While the two studios will work closely together, the Miami office will concentrate on North and South American projects, while Rome will cater to European and international clientele. "We'll ensure that the same level of luxury, attention to detail and creativity is maintained at both locations," explains Guilhem. "We will bring our expertise in creating bespoke spaces that combine modern luxury with traditional craftsmanship in an intimate but dynamic environment, ensuring each client receives personalised attention and tailored solutions."

With nearly two decades of experience in luxury interior design, the Carla Guilhem Design Studio has earned a reputation for its dedication to innovation, sustainability and collaboration. Its skilled team of designers are experts at blending the client's vision with the Guilhem aesthetic to ensure that each project is not only visually stunning and unique but also responds to functional and practical needs. "My vision has always been to create a space where art, culture and luxury intersect," adds Guilhem. "I want to build an environment that blends creativity and precision, a place where each design isn't just an aesthetic choice but a complete experience that evokes emotions and reflects the identities of my clients." With the opening of the new European studio, Guilhem's original vision will expand to create spaces that speak to people across cultures and continents, offering them a sense of peace, beauty and exclusivity.

"MY VISION IS TO CREATE A SPACE WHERE ART, CULTURE AND LUXURY INTERSECT"

For more information, visit carlaguilhem.com

Carla Guilhem's yacht projects span the 34m ONE*, recently launched at Van der Valk Shipyard (below) to a 70m project (bottom left). She was chosen for Project Mission (top) to balance the rugged expedition exterior with softer, sophisticated interiors*

PHOTOGRAPHY: STUART PEARCE/YACHT SHOT

Carla Guilhem Design Studio's superyacht projects

Mission This 63-metre expedition vessel concept has interiors that offer warmth and relaxation within a futuristic minimalist aesthetic.

Dutch Falcon With an abundance of curves and organic forms, the interior of this 25-metre showcases the epitome of modern comfort and cosy living at sea.

Lady Lene Featuring natural oak, marble, leather and suede in a soft, elegant palette, this yacht is also designed to cater for guests with mobility challenges.

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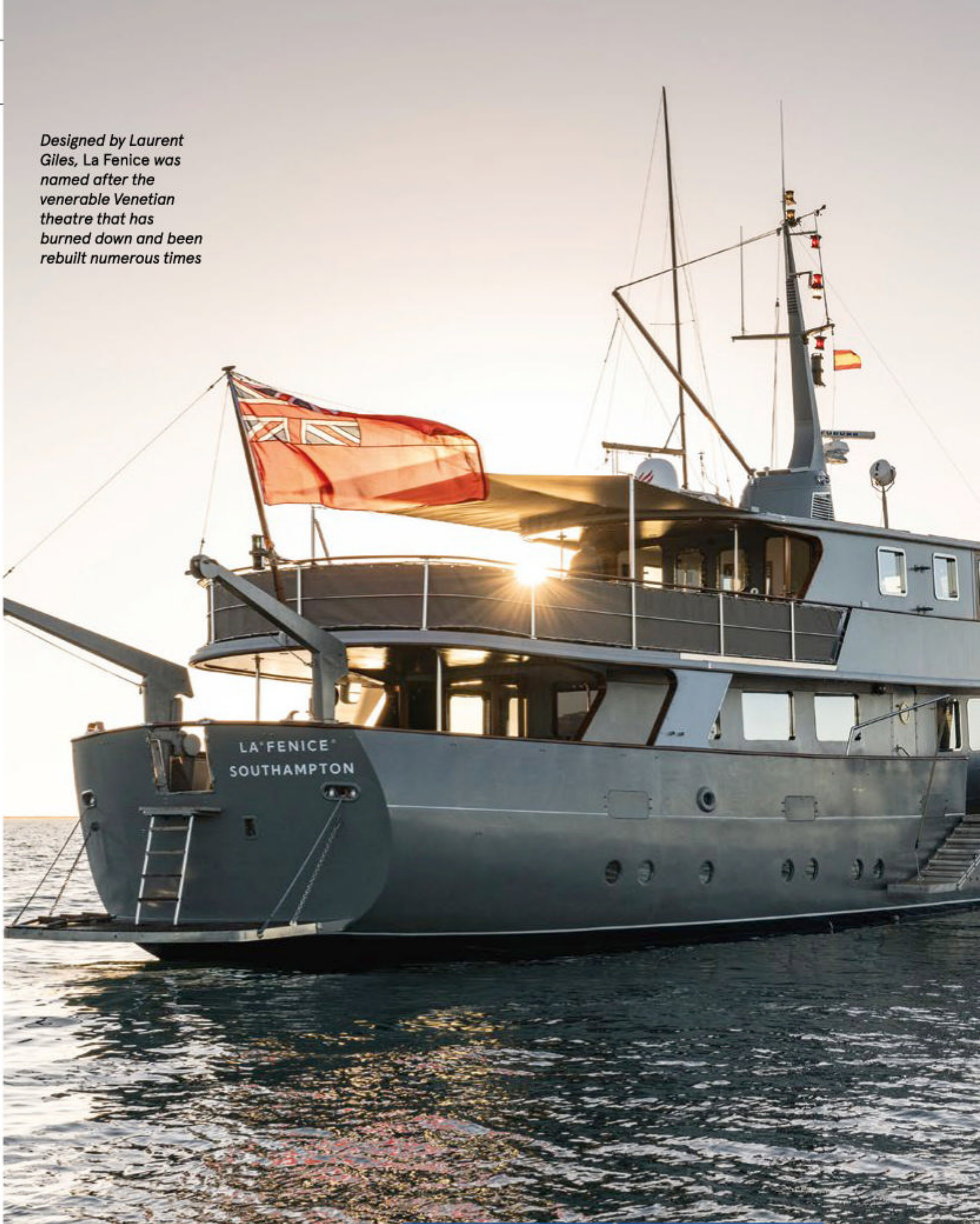
"I KNOW EVERY RIVET BY NOW"

Leigh Shardlow on his love-hate relationship with 29-metre classic yacht *La Fenice*

THIS MONTH: *a yacht that's known Hollywood royalty heads to the Cannes Film Festival / one owner's treasured memory of diving in Fiji*

EDITED BY **CAROLINE WHITE**

PHOTOGRAPHY: LIMING CHARTER COMPANY/COURTESY OF OWNER



Designed by Laurent Giles, La Fenice *was named after the venerable Venetian theatre that has burned down and been rebuilt numerous times*

ON BOARD WITH

LEIGH SHARDLOW

After a lifetime on the water, Leigh Shardlow bought his first yacht, the 29-metre *La Fenice*. But nursing her back to life would not be smooth sailing, *Sam Fortescue* reports

BORN: 1974
ALMA MATER: BARTLETT SCHOOL OF ARCHITECTURE, UCL
OCCUPATION: OWNER AND DIRECTOR OF OPERATIONS, THE LIMING CHARTER COMPANY
FIRST/CURRENT YACHT: 29.16M *LA FENICE*

Every now and then you meet a yacht and an owner who seem utterly made for each other; it's hard to say where one ends and the other begins. Leigh Shardlow and 29-metre *La Fenice* are just that – almost symbiotic. This classic 1960s gentleman's yacht owes her excellent shape to a man who lives and breathes the work of keeping her going. And he in turn is depending on her to earn her keep.

Shardlow is a far cry from the stereotypical superyacht owner. "I call her a super yacht, not a superyacht," he says. When we meet, he is wearing a beanie emblazoned with the logo of the Royal National Lifeboat Institution, for whom he drove a tractor for a season. Behind him is an eclectic patchwork of flyers, posters, photos and memos. "I like to pin up anything that's important to me at the time so I don't forget it," he says. "It's just the way my mind works."

He has sailed all his life, "mainly dinghies and RIBs" on Rutland Water and at Salcombe in Devon, on the south coast of England. "I got my 200GT Master's ticket in 2001 and have covered thousands of miles offshore in sailing yachts, but *La Fenice* was the first proper boat I'd ever owned when I bought her in 2020," he says.

He might never have been in the market for a big boat if not for a series of serendipitous moves. After a master's in timber frame conservation, he had begun to build up a property portfolio – starting with a "very, very poorly built" Grade II-listed house in Emsworth. "When I wasn't

Leigh Shardlow and Captain Erwan Le Gall in the Benicarló shipyard

The aft deck (below) is designed for lounging, with comfortable seating with access to both the stylish interior and the water via the swim platform (left)

LA FENICE
SOUTHAMPTON

freelance skippering, I would work on it, and some of my best sailing friends would pitch in. I caught a property bubble in the early 2000s and went from there.

"Then, after the Covid-19 pandemic, everyone wanted to move to the sticks – people were paying crazy money for properties they'd never even looked at, anything to escape from the city. I saw my opportunity, so I sold everything I had – all my building stock – at the top of the market."

Looking around for another project to invest in, he lighted on the idea of a motor yacht – something classic with a bit of pedigree, not a shiny new plastic fantastic.

With a trusted broker and surveyor at his side, his search took him around Europe until he got the call about a steel-hulled yacht brimming with faded glory in La Ràpita in southern Catalonia.

Like Shardlow himself, *La Fenice* is a yacht with a story. She was originally commissioned in 1962 by the British financier Anthony Boyden as the mothership for his America's Cup challenge. Celebrated designer Laurent Giles drew her and she was built at a yard better known for herring drifters than yachts – Richards Ironworks of Lowestoft, Suffolk.

The yacht was completed in double time. Launched as *Diadem of Dewlish*, she pushed off across the Atlantic for Rhode Island and the 1964 America's Cup. That ended like every other British challenge, and *Diadem* was unceremoniously sold in the autumn. She was re-registered under a Panamanian flag for a time, before resurfacing in 1984 as *l'Aunis*, a French naval vessel used for training customs and border forces.

The story takes a glamorous turn in 2001, when the boat was acquired by Peter Lindbergh, the late, acclaimed fashion photographer whose black and white images helped to launch the careers of supermodels such as Naomi Campbell, Christy Turlington and Kate Moss. "He loved the boat; it was his safe space," says Shardlow. "But he wasn't into the technical detail."

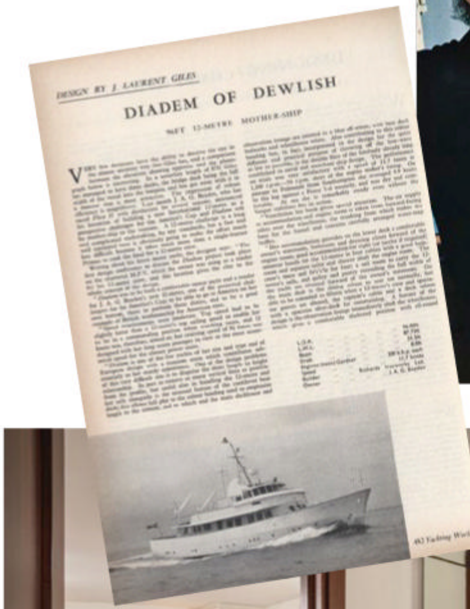
Now on at least her fourth life, she was named *La Fenice* (The Phoenix) after the venerable Venetian theatre that has burned down and been rebuilt numerous times. When Shardlow got the call after Lindbergh's death, the boat was up for sale by the estate. "She was on the market for €1.5 million [£1.3m], but we agreed on just under €500,000, which is not bad when you think about it for a 29-metre yacht with a Liaigre interior and a story behind her," he says. "I started talking about bringing her back to the UK for charter, and the broker clearly thought I was mad because that would have opened her up to class rules. But I had a trick up my sleeve.

"There is a grandfathering clause for yachts that were built in the UK before the International Tonnage Convention of 1969 came into force, which allows *La Fenice* to be treated as a sub-24-metre yacht, effectively ducking under class requirements. It is so little understood that even the UK Ship Register barely got it. I had to read the rules front to back myself, then talk the Register through it step by step."

"I GOT MY 200GT MASTER'S TICKET IN 2001 AND HAVE COVERED THOUSANDS OF MILES IN SAILING YACHTS, BUT *LA FENICE* WAS THE FIRST PROPER BOAT I'D EVER OWNED WHEN I BOUGHT HER IN 2020"

Shardlow on board La Fenice

PHOTOGRAPHY: COURTESY OF OWNER; LIMING CHARTER COMPANY



DESIGN BY J. LAURENT GILES

DIADEM OF DEWLISH

96FT 12-METRE MOTHER-SHIP

482 Yachting World

Above: designer Christian Liaigre redesigned the interior in the 2000s. Top left: early coverage in Yachting World. Left and below: the interior features warm woods and a soft, neutral palette

To receive her exemption, *La Fenice* also had to be reassessed for her gross tonnage using the same formula that was in force at the time of her launch in 1962. Few surveyors have the patience for it, but Shardlow was introduced to a naval architect working at Laurent Giles. "He was instrumental in helping us to get all the compliance paperwork sorted out," Shardlow says. "He needed to be passionate about all that, because it was a really draining process."

As her new owner, Shardlow sailed the boat across the Bay of Biscay on her own bottom to Salcombe, where the family spent idyllic weeks using her as a floating home in the picturesque surroundings of south Devon. "It was just a wonderful, charmed time for us as a family," he says.

If it felt like a significant milestone at the time, Shardlow agrees in retrospect that this was only the start of a long and painful process. The plan had been to have *La Fenice* refitted and her machinery overhauled during a six-month stay at Saxon Wharf in Southampton. Building a team that fluctuated between two and 20 at different points of the project, Shardlow saw those six months steam past in no time. "We set our sights on nine months, then 12," he says with a wince. "In the end, it took 18 months."

A major sticking point was the glorious twin Gardner 8L3B engines, which had been with her from the off. In overhauling the engines, they had pulled out the propshafts and the huge 1.37-metre bronze propellers so that Gardner's Michael Harrison could nurse everything back to optimum mechanical and aesthetic health. Getting the shafts back in proved much harder than expected.

"Gardner used a direct shaft coupling to the engine that requires almost perfect alignment," says Shardlow. "I mean, the tolerance is insane: four-thousandths of an inch – that's around 0.1 of a millimetre. At the first try, we fired up the engine, then slipped her into gear, and there was this awful vibration."

Instead of the proud sea trial he'd expected, Shardlow found himself limping back to the yard. He'd also negotiated with his son's school for him to be there so father and son could take the first cruise together on *La Fenice*. "I was nearly in tears that night, feeling I'd let my son down, and no closer to launching the boat."

It was a sobering moment, and not the first time he'd questioned the wisdom of the whole project. By this point, Shardlow had burned through his main budget, the reserve and was starting on a nest egg tucked away for a bolthole in the Lake District – something his wife was passionate about. It will be a familiar story to many a classic boat owner.

The shaft turned out to have a slight bow to it, which was corrected in time for a second visit from Gardner, and *La Fenice* was eventually launched later in the spring of 2022. Shardlow, however, was still struggling to find a captain capable of handling the yacht – "They needed to

LA FENICE TIMELINE

1961

La Fenice (then Diadem of Dewlish) commissioned by financier Anthony Boyden (right) for an America's Cup challenge

1962

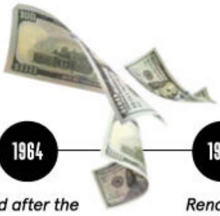
Boat launched in June, then steams across the Atlantic to Newport, Rhode Island, in November

1963

Renamed Diadem of Patty, under a Panamanian flag

1964

Sold after the unsuccessful America's Cup bid



1972

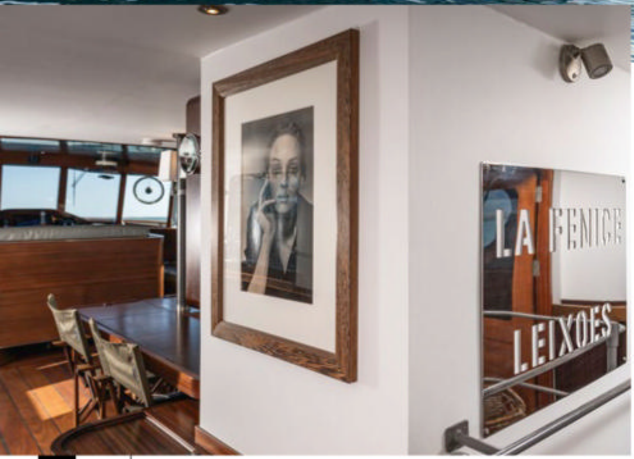
Renamed Bettina of Panama

1984

Enters service as a French customs training vessel, under the name l'Aunis

PHOTOGRAPHY: JONATHAN EASTLAND/AJAX/ALAMY; ADOBE STOCK; COURTESY OF OWNER; LIMING CHARTER COMPANY; STUDIO BORLENGHI/AMERICA'S CUP

> "IT'S A LOVE/HATE THING. I HATE WHAT *LA FENICE* HAS PUT ME AND MY FAMILY THROUGH, BUT I JUST LOVE THE BOAT. NOTHING MAKES ME HAPPY LIKE TACKLING AN ENGINEERING PROBLEM DOWN IN THE BILGES"



DIADEM ✦ PATTY ✦ 1962 ✦

The yacht's design combines classic lines with the vessel's history and modern elements, such as the Uma Thurman portrait in the wheelhouse

be an engineer as much as a skipper". So he contacted a former captain from the Lindbergh years: Frenchman Erwan Le Gall, who agreed to return on an interim basis, but only if the boat moved back to La Ràpita. For all his misty eyes about chartering *La Fenice* in UK waters, Shardlow pragmatically accepted.

Le Gall also offered to give Shardlow's family a taste of the superyacht experience. "I'm generally uncomfortable with being cooked for or pampered," Shardlow says. "But that week aboard with my family really showed what *La Fenice* could become. Erwan is an amazing cook, so we ate really well and spent lots of time just lounging about swimming and exploring. It opened my eyes."

The yacht's undoubted presence had been enhanced with a full exterior repaint and new decking, while the interior had seen its Liaigre glory restored. "It was the first yacht he did, a sort of experiment right back at the start of his career," says Shardlow. Dark teak flooring and curved cabinetry contrasts with white deckheads and ceilings studded with vintage uplighters and stainless-steel hull lights and portholes. With its four cabins, bar area and interior lounge, the yacht has a distinctly gentlemanly air, with a hint of her more recent past in the original portrait of Uma Thurman in the wheelhouse.

Trouble was still brewing, however. Shardlow's efforts to recruit a team to take the helm were foundering. "Don't talk to me about finding crew," he says, eyes blazing. "It's been an absolute nightmare. You've just trained someone up and got them through their qualifications when they join another ship."

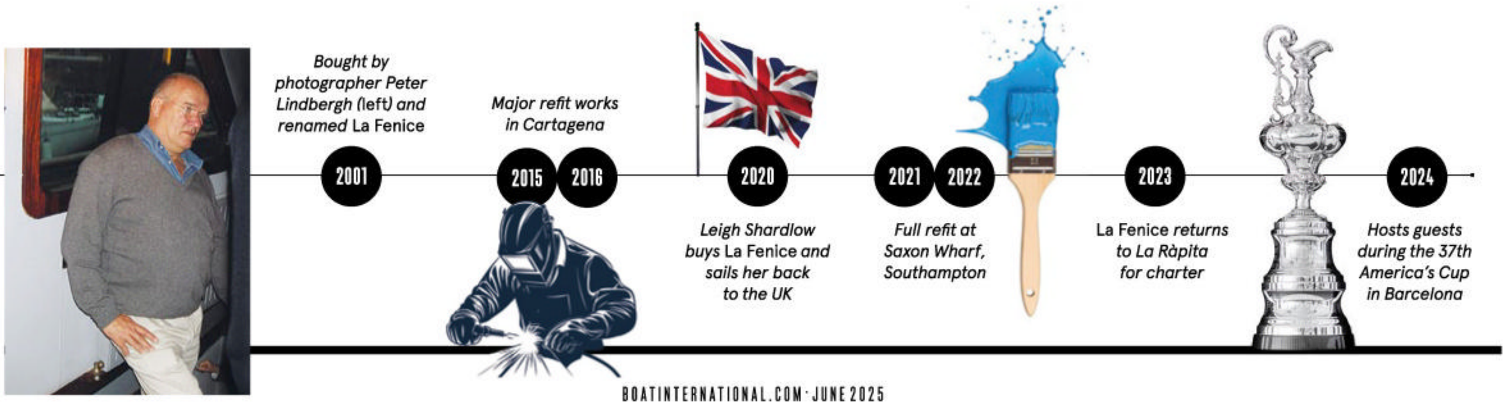
Seeing his team slipping through his fingers, Shardlow again asked Le Gall for help. It is a testament to his persuasive powers, and to the fierce loyalty inspired by this yacht, that he accepted. The plan was to take a punt on the America's Cup in Barcelona, booking a berth in Port Vell in the hope of selling charter days there.

It wasn't the commercial success he'd hoped for, but there was a silver lining. "We ended up lending our Axopar tender to INEOS Britannia on the day they won the Louis Vuitton Cup, so I got amazing shoreside access as they went out and came back in. I also met Sir Jim Ratcliffe, who knew about the Boyden challenge for the 1964 Cup – he got the historical symmetry of having *La Fenice* there that day," says Shardlow.

He also took out a group of Catalan officials to watch the racing, deciding that even if they weren't paying customers, they should still get the full *La Fenice* experience, honed over recent months. And that gesture bore fruit. "After the Cup, the tourism office in La Ràpita asked us to keep *La Fenice* in the town and run tours locally. It was the perfect opportunity for us," Shardlow says.

So that's what he's decided to do: day trips and sunset cruises around the Ebro Delta, with longer charters where possible. Shardlow sighs as he relates this. "I'm still going back and forth from Worcestershire to Catalonia – I spent £20,000 on flights last year. But we recently appointed a new team member who is looking after events and logistics, so I'm able to hand off a lot of things. I'm hoping to stand back from the coalface a little and have more time to look at the bigger picture."

He's still dabbling in historical building renovation back in the UK, but the boat absorbs so much attention still. And it's clearly not all unwelcome. "I know every rivet by now," he tells me. "It's a love/hate thing. I hate what *La Fenice* has put me and my family through, but I just love the boat. Nothing makes me happy like spending a day or two tackling an engineering problem down in the bilges." ◘


Bought by photographer Peter Lindbergh (left) and renamed La Fenice
2001
Major refit works in Cartagena
2015
2016
2020
Leigh Shardlow buys La Fenice and sails her back to the UK
2021
2022
Full refit at Saxon Wharf, Southampton
2023
La Fenice returns to La Ràpita for charter
2024
Hosts guests during the 37th America's Cup in Barcelona

BRIAN O'SULLIVAN, OWNER OF 29-METRE INTERMARINE *EVELYN*

I'LL NEVER FORGET...

...swimming in the crystal-clear water on the outer reefs of Fiji. We were in the vast expanse of the Pacific Ocean on my previous yacht, 41-metre *Komokwa*, and this day in particular stands out. There are these sandbars that are exposed with the shifting tides and we were splashing around between them in this warm, pristine water – just me and my family. It was real tropical paradise stuff, a moment of pure, unadulterated beauty. The fact that we were using charts last updated by HMS *Beagle* in 1897 added a certain level of excitement to this part of the trip!

On the same circumnavigation, we went to the Bay of Kotor in Montenegro and we water-skied behind our brand-new tender alongside ancient monasteries on rocky outcrops. It was quite a surreal experience, watching my two Canadian boys being pulled behind our British-made tender among these historic structures.

Boat ownership is not without its challenges, however – there was the time my engines blew up, one after the other, despite assurances from the manufacturer that it couldn't happen. And who could forget the day I found my chef and a guest in a compromising situation in the pantry?

Buying *Komokwa* was the most money I had ever spent on anything, and I was determined to use the boat to the fullest. She was brand new when I took delivery and I remember the original crew saying the boat could never cross the Atlantic. Well, not only did we do that, but we also circumnavigated the world. Yachting really does give you memories you'll never forget.

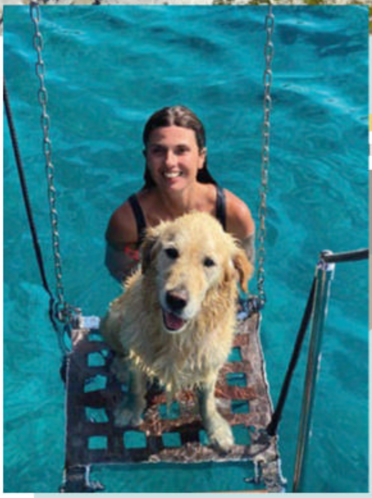
SHIRISH SARAF

Yacht: ***Kalizma***
Length: 50m
Year: 1906
Location: Malta

Whereabouts is *Kalizma* now?
She's in Malta undergoing a refit and when the work is finished, it will mark the complete transformation of the yacht from when I took ownership. We've totally remade the upper decks, made them much more comfortable, and upgraded furnishings throughout the yacht. She's going to come out of the yard looking incredible and ready for her berth in Cannes during the Film Festival. I was talking to Vijay Mallya, the former owner of *Kalizma,* recently and he's amazed at what the yacht has become – and how capable she is now.

Where are you heading in the yacht this season?
After Cannes, we'll aim for Saint-Tropez and then I hope to be in Corsica in June and July. Before the end of the year, I also want to reach Montenegro and Croatia. We really want to maximise usage this summer. We got a call from Monaco Classic Week; they're keen to have *Kalizma* in port for the show, so we'll see. TVMonaco also wants to make a show about the boat, given its incredible history.

Does the fact that she was owned by Richard Burton and Elizabeth Taylor attract charters?
I don't think this younger generation really knows about the Burton/Taylor romance, so we don't get lots of Americans rushing to charter the yacht for the chance to sleep in Elizabeth Taylor's cabin. Our charter guests mainly come for the service and the programme. We have a great crew and world-class chefs. We had a very well-known Italian businessman chartering recently and he called *Kalizma* "paradise on sea". The history, for our charter guests, seems to be a bonus! But I have spent a lot of time researching the boat and rebuilding its history and I now have an incredible archive of imagery and press clippings, which I have assembled into a book. She's so much more than Burton and Taylor's former boat – *Kalizma*'s been around for 120 years. She was the headquarters for an America's Cup campaign, she's welcomed royalty such as Prince Philip, even of the Hollywood variety (Clint Eastwood once stayed on board), so there is lots more to this tale. Given the Hollywood connections, I'm looking forward to being at the Cannes Film Festival on the boat – surely the right place for such a vessel!



MEMBERS' LOGBOOK

From the Cannes Film Festival to the Cyclades Cup, owners of freshly refitted yachts share their plans for the season

ILIA RIGAS

Yacht: ***Almyra II***
Length: 50m
Year: 2000
Location: Athens

How's planning going for the second Cyclades Cup?
Very well – we're expecting a bigger fleet this year, between 15 and 17 boats. We've got some previous racers returning and lots of new faces joining. Antiparos is only a small place so we want to try and keep the feeling of exclusivity, while at the same time making sure people take this seriously as an event that will return each and every year. The challenge we're facing this year is people without boats or with motor yachts want to charter sailing yachts for the regatta, but they can't find the boats! If you own a sailing yacht and want to pick up a few charters, consider sending it to Antiparos!

How's your own sailing yacht?
Almyra II had a refit period over the winter, with a big refresh of her interior and exterior. We put a lot of effort into her technical areas, upgrading all over the place to bring her up to 2025 standards. She is still the dream boat for our family.

It seems everyone is talking about Greece. Do you feel the excitement?
I think it's a general recognition that in Greece there are still lots of places where you can be entirely by yourself, with calm water and no swell, and enjoy true tranquillity. There aren't many other places in the Med that you can say that about.

PHOTOGRAPHY: CORY MICHEAL GOLDBERG; GETTY IMAGES; BOB AYLOTT/KEYSTONE/GETTY IMAGES; COURTESY IYC; COURTESY OF OWNER

MAP: JING ZHANG

Merle Hinrich, Peter Anderson and James Jaffa

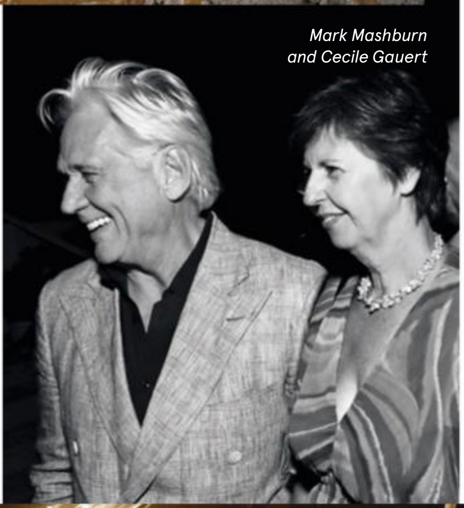
Richard Raper, Helen Porter and Stephane Zaharia

Leonardo Careddu, Paul Stenhouse, Cameron Heller, Stewart Campbell and Andrew Heller

Above: Natalia Dowling-Kennedy, Jane Smith, Jamari Douglas, Cecile Gauert and Tracy Berkeley

PALM BEACH DINNER PARTY

BOAT International Owners' Club members gathered for an exclusive dinner during the Palm Beach International Boat Show at Florida's Ann Norton Sculpture Gardens



Mark Mashburn and Cecile Gauert

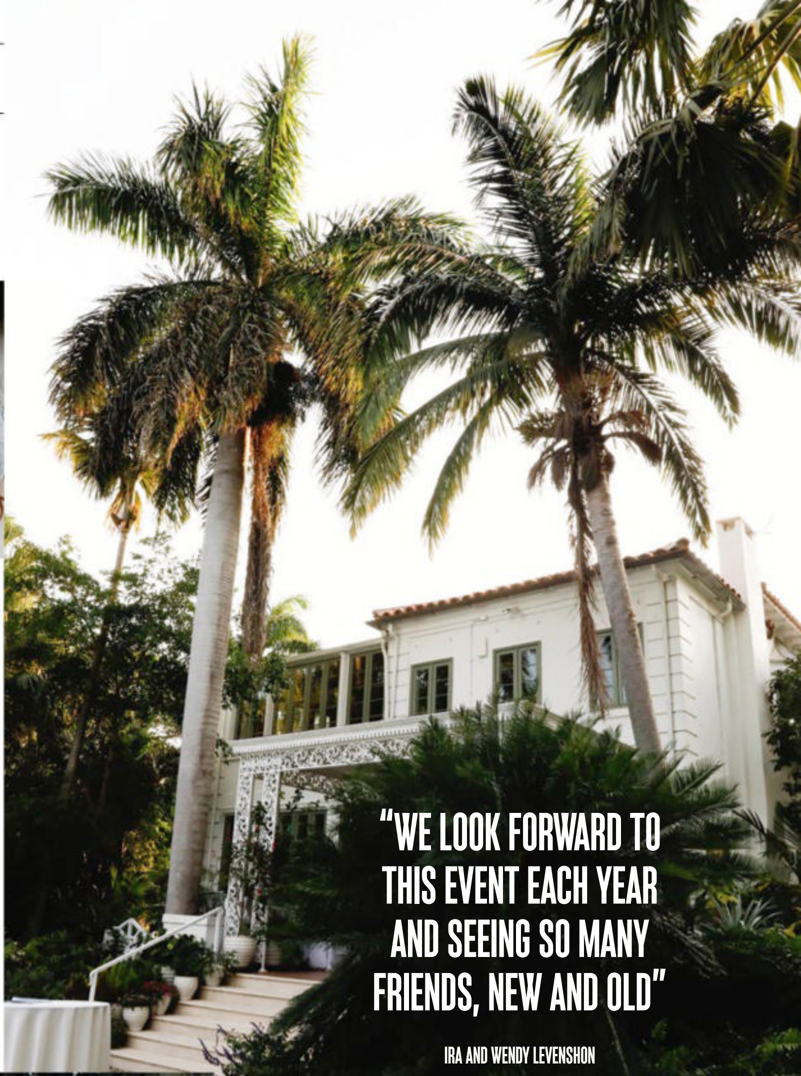
Above: Tom and Katia Bates

Frank Binder, Stacey Ladas and Steve Ladas

Left: Fred Burton, Hallie Pasternack, Katia and Tom Bates and Nicole Yang

Below: Ira and Wendy Levenshon, Brian O'Sullivan and Toby Moore

Marios Christopoulos



> "WE LOOK FORWARD TO THIS EVENT EACH YEAR AND SEEING SO MANY FRIENDS, NEW AND OLD"
>
> IRA AND WENDY LEVENSHON

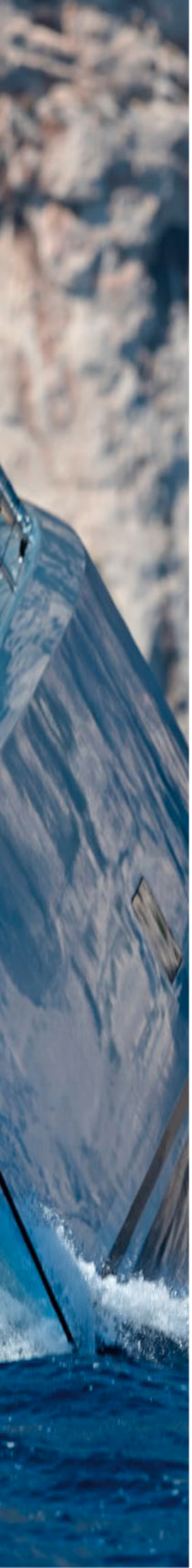
Right: Alexander Souabni and Marios Christopoulos. Below: Robert Friedlander, Leonardo Careddu and Brian O'Sullivan

Matthew Csidei and Stewart Campbell

Wendy Levenshon, Blessing Ndem, Barry Minoff, Hallie Burton and Fred Burton

Julian Pucci and Stephane Zaharia

WITH THANKS TO GULF CRAFT, VIE L'VEN, DASSAULT FALCON JET CORP AND THE BERMUDA TOURISM AUTHORITY



COVER BOAT
GALMA

A QUIET STORM

Designed for demon speed under sail but with aesthetics that blend into the seascape, 33-metre Galma *embodies a low-key, modern approach to superyachting, discovers* Risa Merl

PHOTOGRAPHY

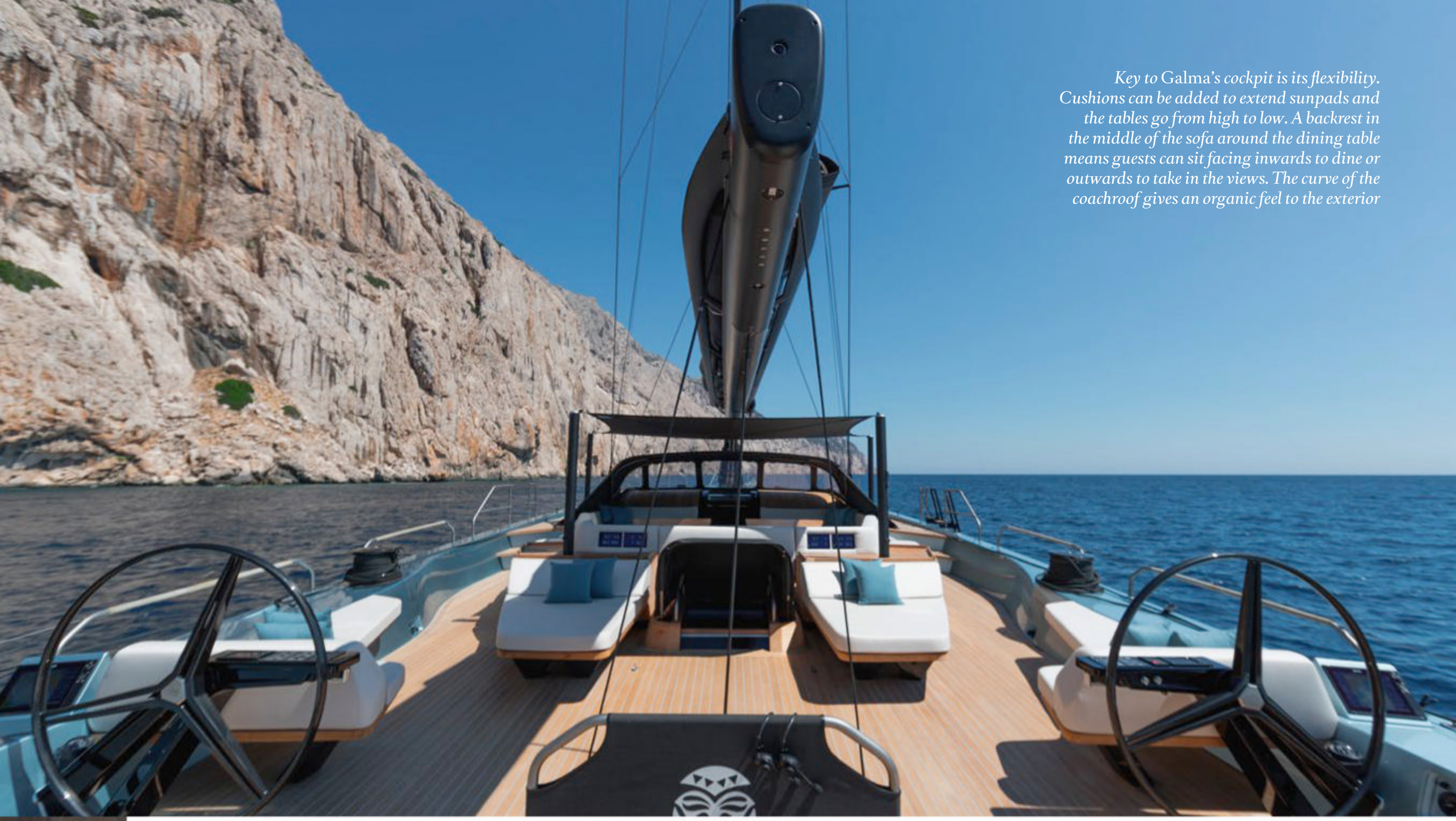
GILLES MARTIN-RAGET (EXTERIOR); **TONI MENEGUZZO** (INTERIOR)

>

"It only took me 10 minutes to decide to buy it, which gives you an idea of how perfect the project was for me," says the owner of 33.4-metre *Galma*, the first hull in Wally's wallywind110 series. The new series hadn't yet been announced and wasn't for sale publicly when he caught word of it, but its marketing status was beside the point. He knew it was meant to be his. The manageable size, sinuous lines and overall concept – a hybrid between Wally's high-performance machines and a capable bluewater cruiser – was exactly what he and his wife were looking for. And he signed on with just enough time to put his own stamp on the project, supercharging the yacht's performance capabilities, painstakingly creating a special hull colour that blends seamlessly with the sea and customising the interior to suit their exact needs.

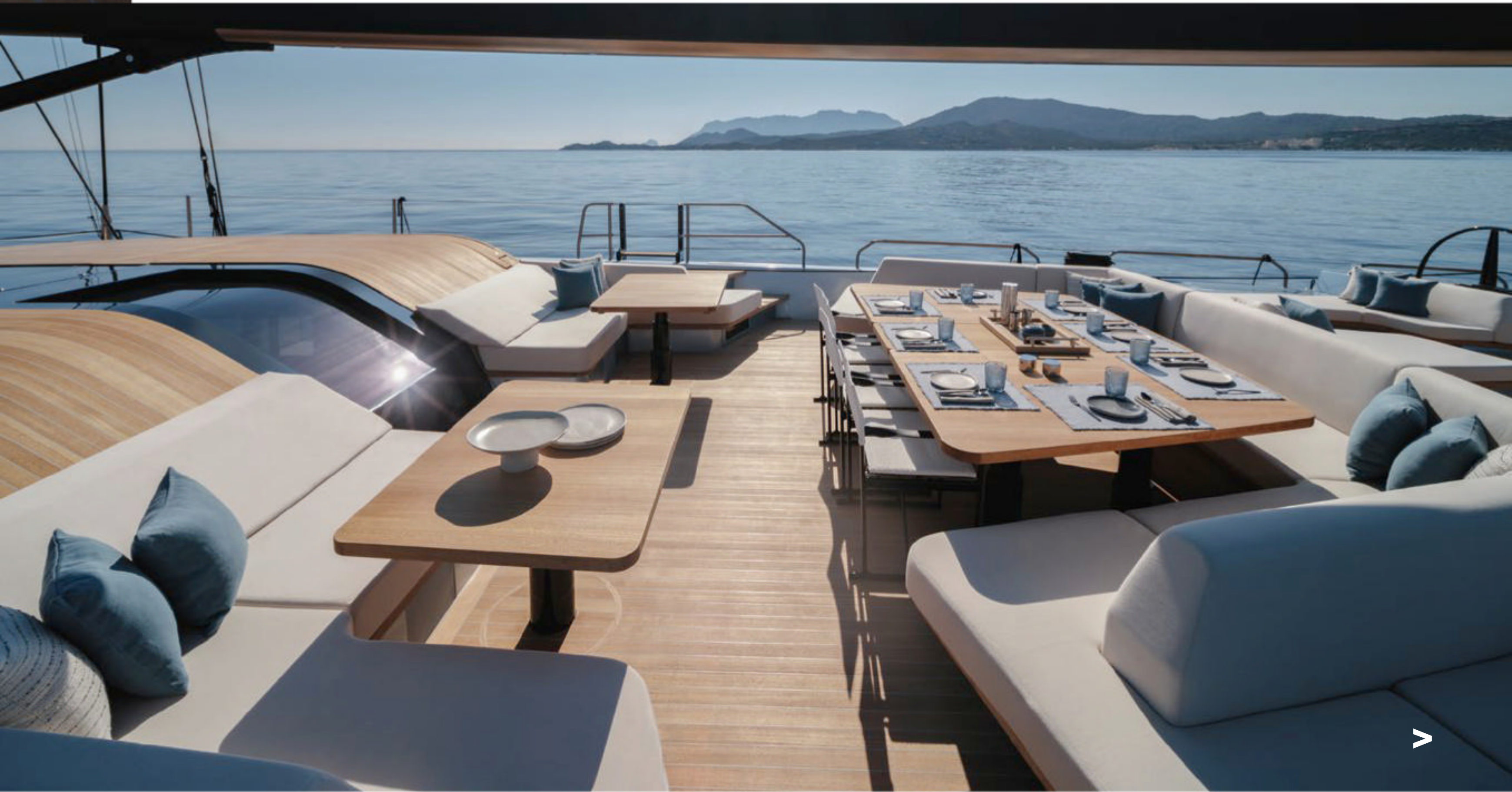
Galma's owner wasn't always a sailor. You often hear about sailors hanging up their lines to switch to the ease of motor yachts, but it's a rarer occurrence when an owner shifts from power to sail. "I owned motor boats for more than 25 years, from the time I was 24 to 50 years old," he says. "Then I was in Menorca one summer and had a friend with a fast sailing boat; I said, 'This is something I like.'" For a few years, he chartered a Ron Holland-designed sailing boat before trying out a Wally. "I chartered *Wally B*, and it was the most exciting boat I had ever been on," he says. "From that moment, I was totally stuck on sailing boats and on Wally."

His entry into Wally ownership started with a powerboat in the form of the wallytender 45. (He's now sized up to a wallytender 48, which serves as *Galma*'s chase boat.) The first Wally sailing yacht he purchased was the 27-metre *Tiketitoo*, and when he wanted to get more seriously into



Key to Galma's *cockpit is its flexibility. Cushions can be added to extend sunpads and the tables go from high to low. A backrest in the middle of the sofa around the dining table means guests can sit facing inwards to dine or outwards to take in the views. The curve of the coachroof gives an organic feel to the exterior*

> **"THE BIGGEST CHALLENGE WAS TO DESIGN AND BUILD THE LOW-PROFILE COACHROOF SO YOU DON'T 'SEE' THE DECKHOUSE"**



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“THE FEELING I GET WHEN I SAIL ON *GALMA*
IS PURE RACING EMOTION WITH
TOTAL CRUISING COMFORT”

ON BOARD *GALMA*

It's a grey and muggy day in Barcelona. It should be calm and relatively flat on the water, but there's considerable chop caused by all the boat traffic. As the 37th America's Cup gears up for another day of racing, organisers and camera crews are zipping around and superyachts are lumbering into designated spectator zones to soak up the action. Wally's brand new *Galma* is one such superyacht.

Wally founder Luca Bassani is at the helm, sailing us into a prime position to watch INEOS *Britannia* get thrashed by Emirates Team New Zealand.

"At least the wind is picking up," one of *Galma*'s crew says, as the AC75s retire to port and the yacht traffic around us begins to drain away. He's right – the light breeze has a little kick to it now, and the sky is a touch darker. As the crew begin hoisting, *Galma*'s jet-black sails look right at home against the steely sky.

Sailing upwind at about 19 knots in 23 knots of wind, the ride is comfortable and dry. *Galma*'s deck design is clean and uncluttered but still fitted with plenty of spots to sit and things to grab hold of. When the yacht heels sharply, I still feel safe and secure, which is something that Bassani had hoped to achieve from the early inception of the wallywind110. Aft of the steering wheels, the two "madame's seats" (as Bassani calls them) give me, an anxious sailor, the feeling of being involved even without taking the helm.

But my seat of choice is one of the dual-facing amidships benches, where I curl up and admire the low-profile, teak-clad coachroof and the jib filled with wind. *Galma* canters along with pace and grace, and while she doesn't have the foiling technology of the AC75s, I still have the distinct sensation of flying over the water. – *Katia Damborsky*

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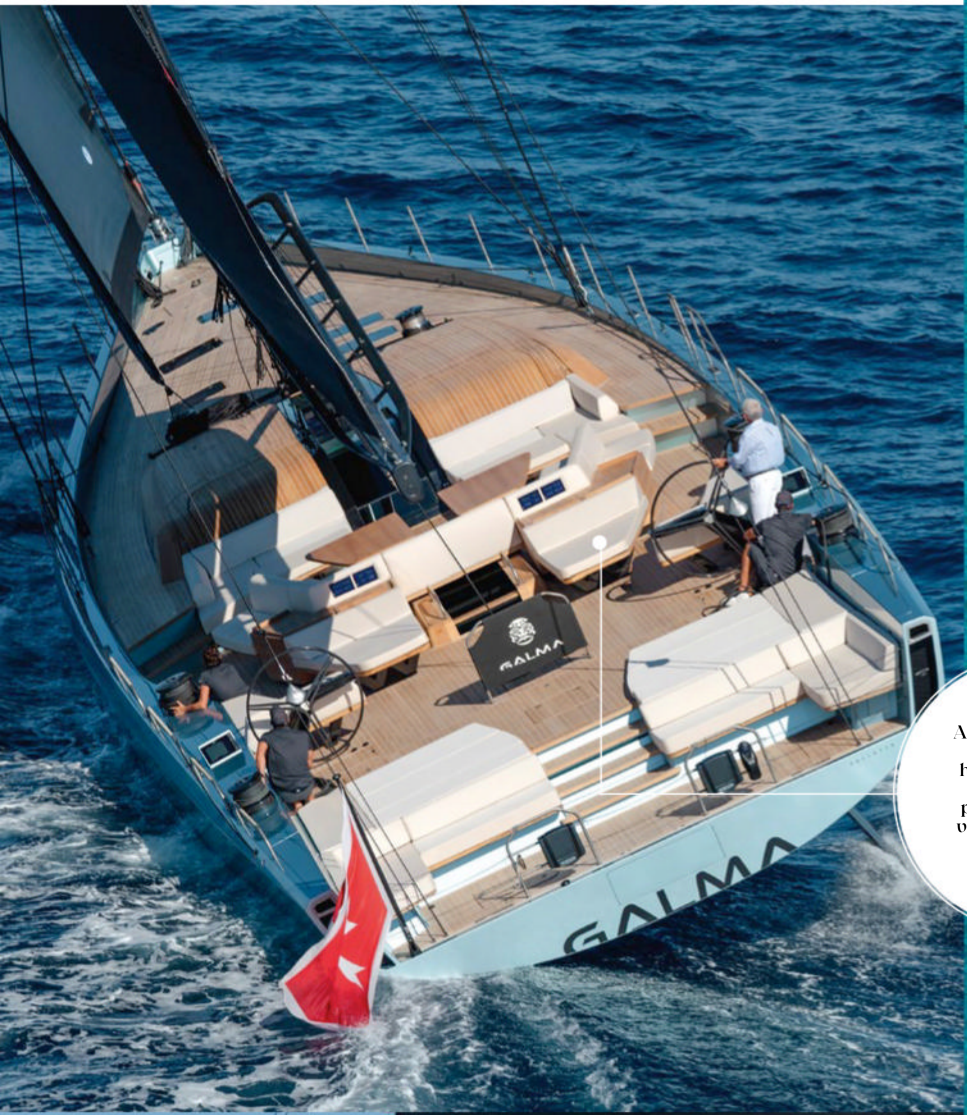
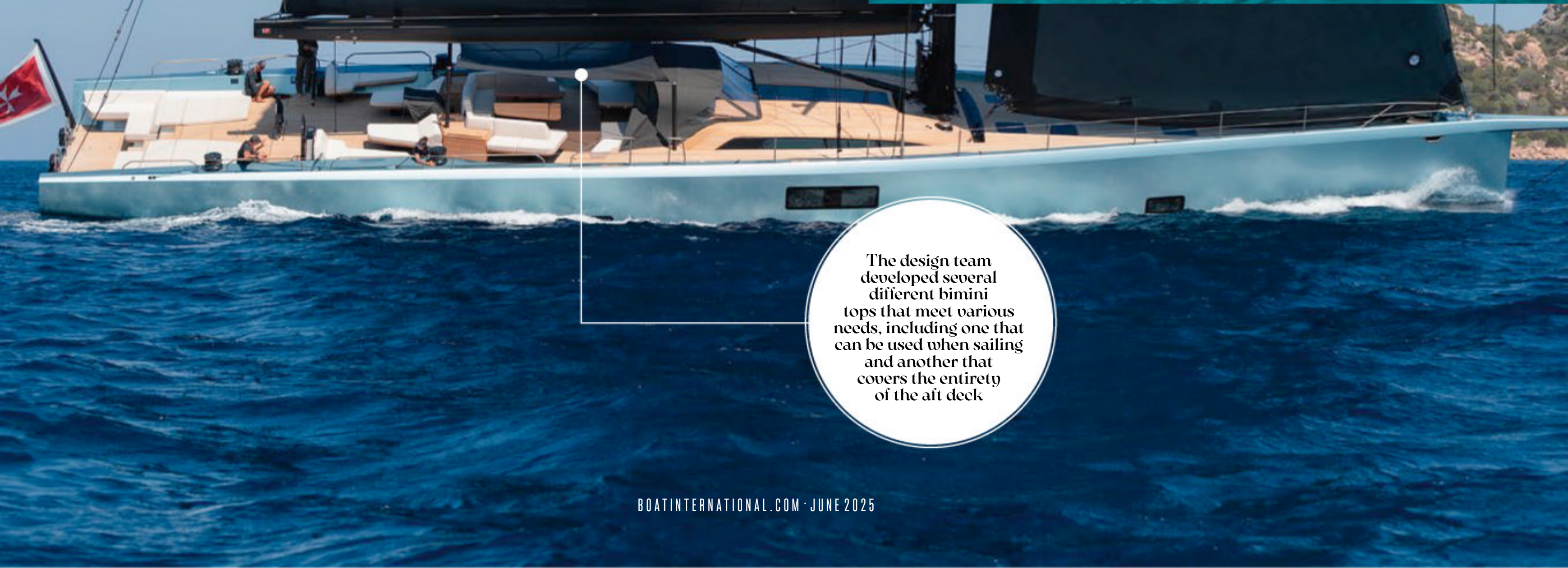
DESIGN SPOTLIGHT

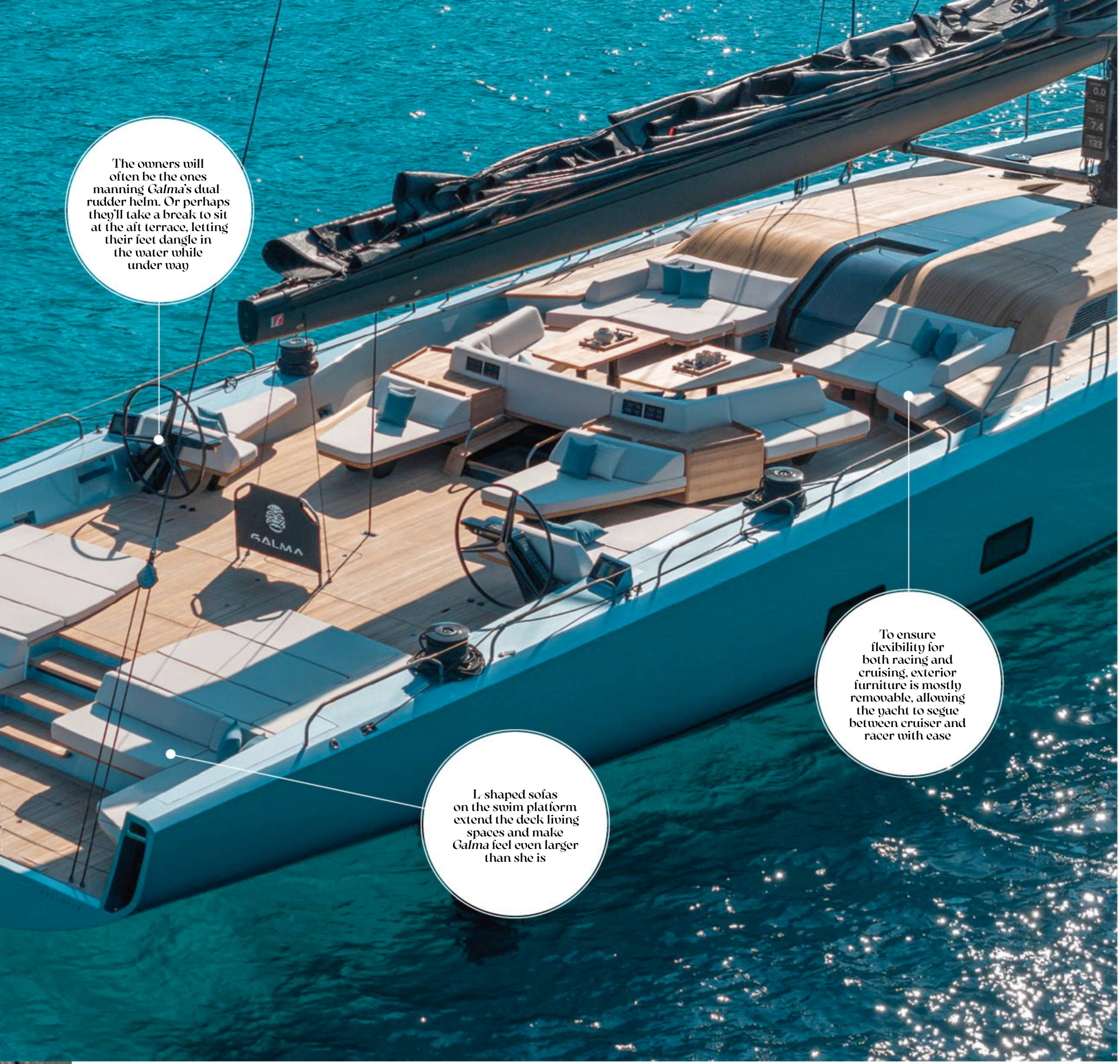
Highlights of the new wallywind110



Aft-facing sunpads flank the entry hatch to the crew quarters and provide exquisite views aft to watch the sailing action



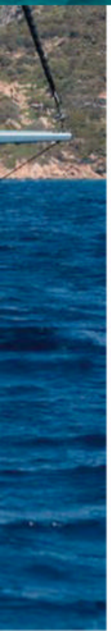
The design team developed several different bimini tops that meet various needs, including one that can be used when sailing and another that covers the entirety of the aft deck



The owners will often be the ones manning *Galma*'s dual-rudder helm. Or perhaps they'll take a break to sit at the aft terrace, letting their feet dangle in the water while under way

To ensure flexibility for both racing and cruising, exterior furniture is mostly removable, allowing the yacht to segue between cruiser and racer with ease

L shaped sofas on the swim platform extend the deck living spaces and make *Galma* feel even larger than she is



racing, he upgraded to the 40-metre Wally *Dream* (now called *Black Sails*). With *Dream*, he raced and cruised for 10 years. "In the beginning we were doing 50/50 racing and cruising, then we started doing the entire race circuit," says *Galma*'s captain, Miguel Garriga, who has worked with the owner for 16 years. "But [the racing scene] became too professional and too competitive. [The owner] wanted to start doing proper cruising around the Med instead of just hanging around Sardinia." The original plan was to build a 43-metre Perini Navi, but Covid-19 and Perini's temporary struggles put this on hold. The search began for a suitable yacht to fill the void, but nothing on the market was catching the owner's eye.

Then one fateful day, his luck changed. "Luca Bassani is a very, very good friend, and in the summer of 2022 we were cruising together in Portofino. I asked him to get out his iPad and show me what was new at Wally, and I saw a boat that was absolutely perfect for me," says *Galma*'s owner. At this point he had decided that a 40-metre-plus vessel would actually be too much boat and was looking instead in the 30-metre size range. "To me the scale is very important, because a sailing boat over 110 feet is not as fun at the helm," he adds.

The wallywind110's hybrid cruiser-racer platform was especially appealing. "I wanted to have a very fast cruising boat, because I'm not racing as much anymore – but I race when I cruise; I like to race myself!" To achieve the performance that he was looking for, he asked Wally to make some changes to the concept. The boat was about halfway through construction and the hull was complete, but fortunately there was still enough time to tweak a few key things.

"The concept had a traditional sailplan with a pinhead main and a fixed keel," says Captain Garriga. "But a Wally nowadays for me must have a square-top main and a telescopic keel to give the yacht more performance."

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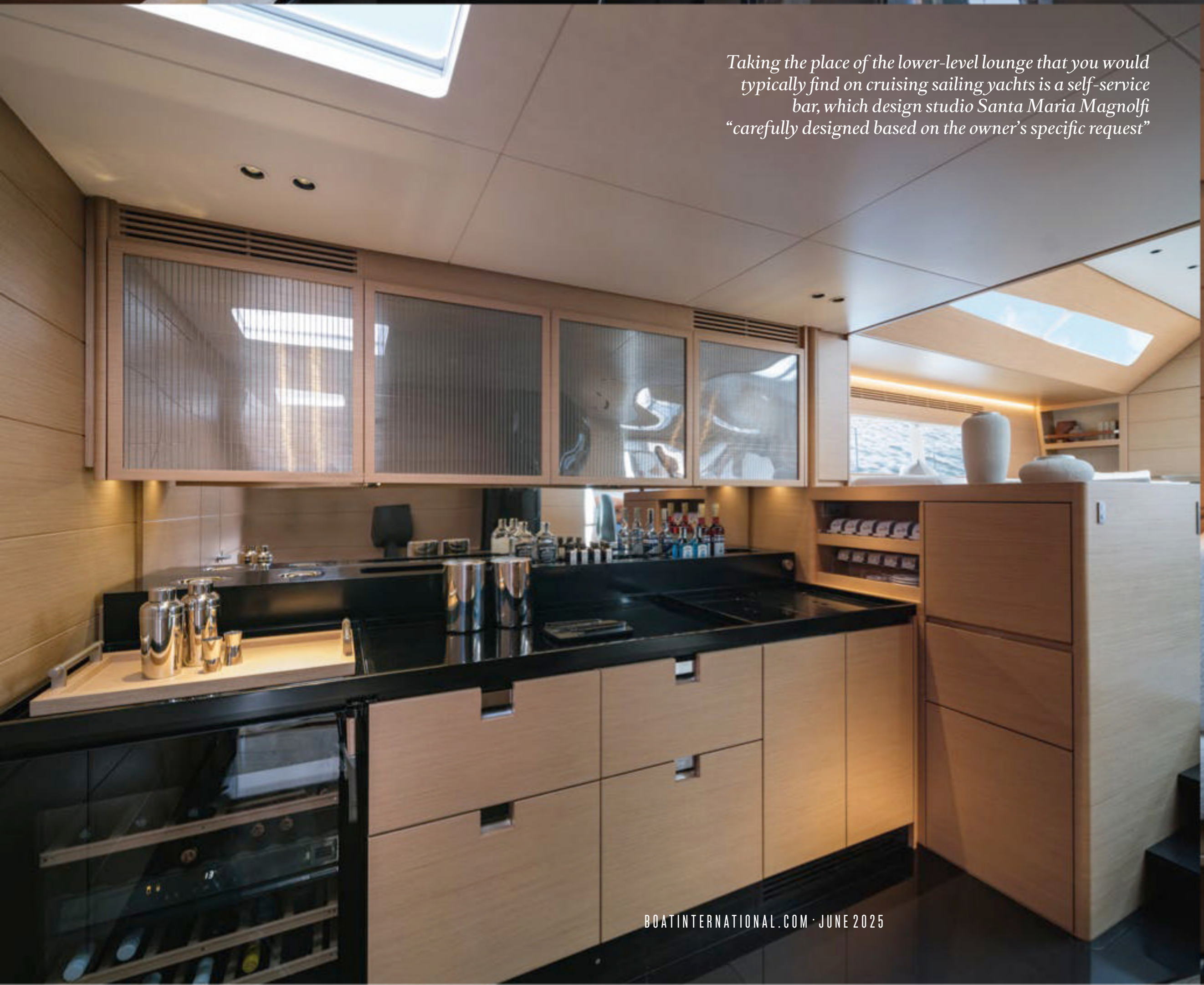
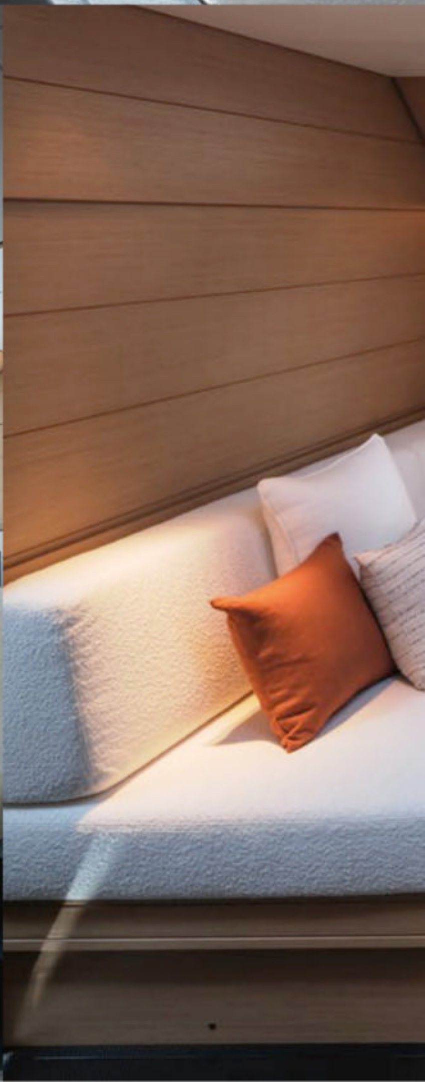


Taking the place of the lower-level lounge that you would typically find on cruising sailing yachts is a self-service bar, which design studio Santa Maria Magnolfi "carefully designed based on the owner's specific request"



While *Galma*'s owner opted for a telescopic keel, owners of future hulls can stick with a fixed keel if preferred. To aid in fast performance, the interior was also optimised by choosing lightweight materials and streamlining down to the necessities. "We got rid of all the optional extras to make the boat as light and high performance as possible, but we still have all the comforts that are needed for a cruiser with a good-sized galley, watermaker and washer and dryer." Coupled with a carbon rig, this makes *Galma* light and fleet-footed.

The wallywind110 was designed inside and out by Wally and Milan-based studio Santa Maria Magnolfi, while naval architecture comes from judel/vrolijk & co. Of course, Wally founder and president Luca Bassani was deeply involved in the briefing and design process. Years ago, Federico Santa Maria worked in the Wally office in Monaco and had the opportunity to help on the exterior and interior design of the wallycento *Magic Carpet 3* and the first wallyace model. After he opened a design studio with Valentina Magnolfi, together the designers supported Wally on the design of the custom Wally 93 *Nahita*. Since then, Santa Maria Magnolfi has forged a fruitful partnership with the shipyard. The Wally 101 *Y3K*, launched last year, comes from their drawing boards along with the other sailing yachts currently under construction, like hull No 2 of the wallywind110 and the wallyrocket51.

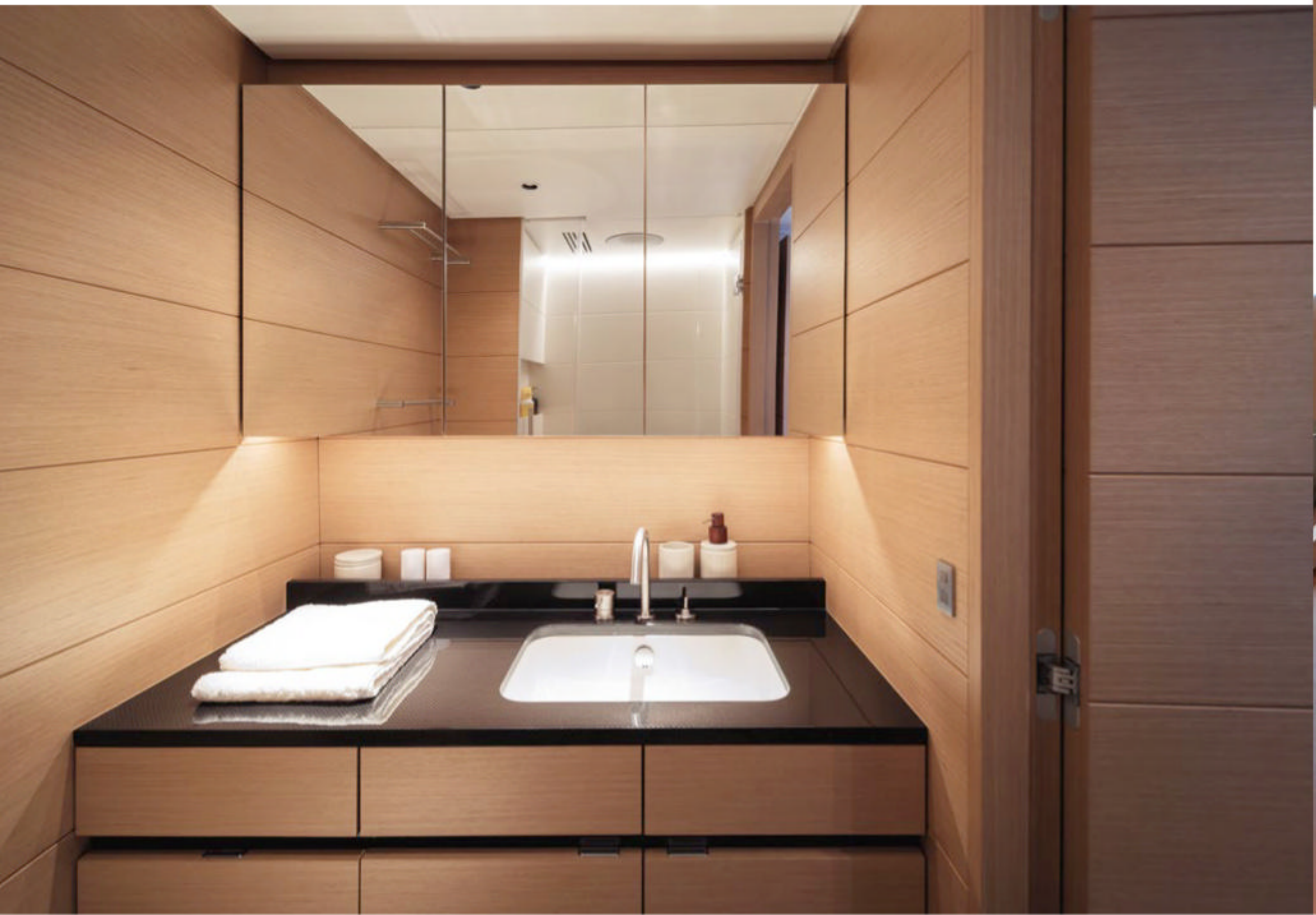
"The idea for the exterior [of the wallywind110] was to push boundaries by questioning every fixed dogma," says Santa Maria. "This is aimed at improving the onboard experience, comfort, safety and enjoyment." The flexible cockpit design speaks to this notion. "The aft terrace is quite a unique feature, offering the rare opportunity to be close to the sea at all times, even while sailing," he says.

Galma cuts a clean and powerful profile, giving a hint at her speedy performance. Yet her low-profile exterior is really a trick of the eye. "She looks like a flush deck, but in reality she has a raised saloon," says Bassani. "This was the biggest challenge – to design and build [the low-profile coachroof] so you don't 'see' the deckhouse." The chamfer at the top of the hull is also designed to visually lower the already light stern, creating quite an aggressive look overall.

"The hull, viewed from the side, hides an entire world on the deck," says Santa Maria. "The bulwarks allow for a full-beam cockpit while providing a sense of protection and safety." Hiding things away is a theme on *Galma*, with a mooring area hidden beneath the port side aft sunpads, a retractable chart-plotter and, in traditional Wally fashion, lines running beneath the deck. "Having all the lines hidden is part of Wally DNA," Santa Maria says. It also keeps the deck looking clean while being safe for guests. "We tried to emphasise this philosophy by also hiding the navigation screens that

> “WE GOT RID OF ALL THE OPTIONAL EXTRAS TO MAKE THE BOAT AS LIGHT AND HIGH-PERFORMANCE AS POSSIBLE”

As seen in the owner’s cabin (above and right) and a guest en suite (below), the interior is a study in modern minimalism that puts a priority on comfort. The decor blends textured bouclé fabrics on the chairs and tatami-paper-style headboards with black anti-slip carbon-fibre flooring and black countertops, while light oak joinery ties the entire motif together



open up from the top of the bulwarks or the aft mooring area integrated in the bulwark itself, very uncommon on a sailing boat."

The theme of hiding away is also apparent in *Galma*'s paint job. "We wanted a boat that couldn't be seen when sailing... the sort of blue that blends in with the sea and the sky and seems to disappear," says *Galma*'s owner of the fully custom colour. "We made 85 different versions and in the end we found the right colour." The light-blue paint morphs in richness and tone depending on the sunlight, and the ultra-shiny finish of the coat helps enhance this colour-changing quality. In stark contrast to yacht owners who wish to see and be seen, *Galma*'s owner wishes to fly under the radar with his yacht a cloak of invisibility.

Just as light dances on *Galma*'s hull, it streams down into the living areas below. The glass of the hatch door leading into the saloon runs the length of the deckhouse, creating a surprisingly bright interior. "What makes this boat special is the clarity of light during the day inside; we have natural light everywhere," says the owner. This light descends on a harmonious, minimalist, yet comfortable interior. Neutral tones and natural materials abound, with light oak, soft leather and textured bouclé fabrics creating a cosy atmosphere, while the white ceilings and Japanese tatami paper details contrast with black carbon fibre floors, which are opaque and textured with an anti-slip finish.

Galma's *crew quarters include a good-sized galley, crew mess, navigation station and three crew cabins. The yacht usually runs with four to five crew, but will take on many more racing crew when she takes part in a regatta*

The "leather" found on *Galma*, from Italian brand Viridis, is derived from processing corn – it was chosen for its durability and sustainability, as it is composed of up to 69 per cent plant-based raw materials. "Our studio's philosophy is to create functional and aesthetically pleasing spaces, where the materials are the protagonists, before the forms," says Magnolfi of studio Santa Maria Magnolfi. "We selected high-quality materials that not only enhance the visual appeal but also reflect a refined and sophisticated aesthetic, without compromising the standards required by Wally in terms of performance and low weight." All of the fabrics on board were chosen in concert with *Galma*'s owner, who has an expertise in fabrics, say the designers.

As the owner appreciates autonomy when on board, he opted to rejig the layout with the addition of a customised bar area a few steps down from the main saloon in lieu of a TV lounge, as you'd find on many similar-sized sailing boats. The bar allows the family and guests to retain their independence and help themselves to a coffee or snack without having to call on the crew.

Undemanding as her owner and discreet as her "invisible" exterior might be, there is nothing modest about *Galma*'s performance. Like all Wally yachts, she is built for speed. "*Galma* is probably the most comfortable Wally we've ever built, yet still the boat is very, very fast," says Bassani.

During the summer season, *Galma* logged nearly 4,000 nautical miles around the Mediterranean, sailing in a wide range of conditions. "Our record was 30 knots of wind north of Menorca with one reef in the main, and we were sailing at 24.8 knots," says the owner proudly. "In light, medium or strong winds, she always performs and has incredible stability. We can be heeling at 40 degrees and it's like going on rails. The feeling I get when I sail on *Galma* is pure racing emotion with total cruising comfort."

Captain Garriga is equally impressed with the yacht's high performance and responsive handling. He is urging the owner to get involved in a regatta or two this coming season, but until then *Galma*'s owner is very content racing against himself. ◘

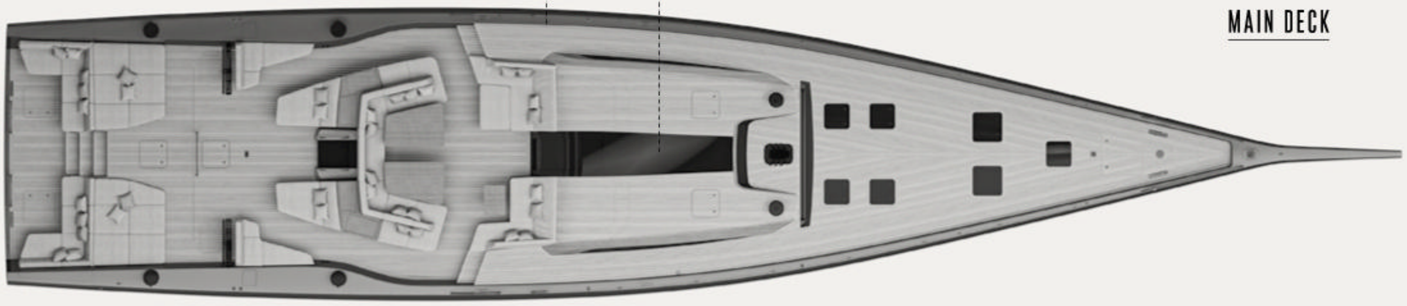
GALMA

WALLY

MAIN DECK

AS ON ALL WALLYS, LINES ARE HIDDEN UNDER THE DECK

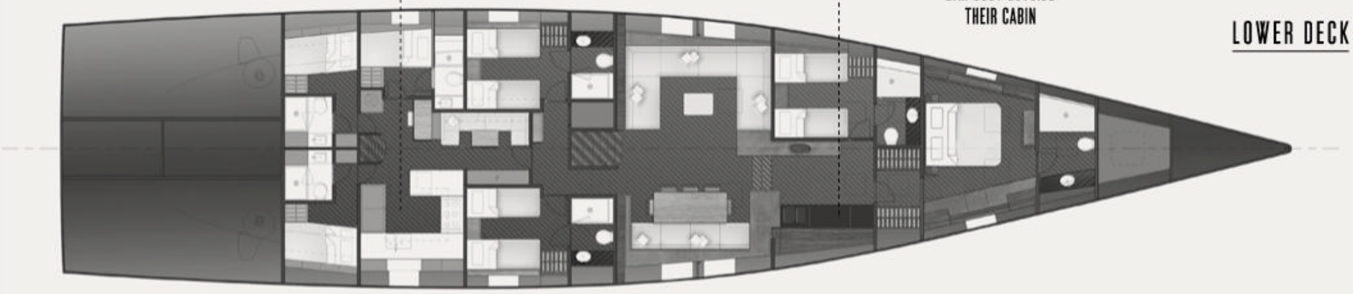
A SKYLIGHT EXTENDING FROM THE COMPANIONWAY BRINGS PLENTY OF LIGHT INTO THE SALOON



LOWER DECK

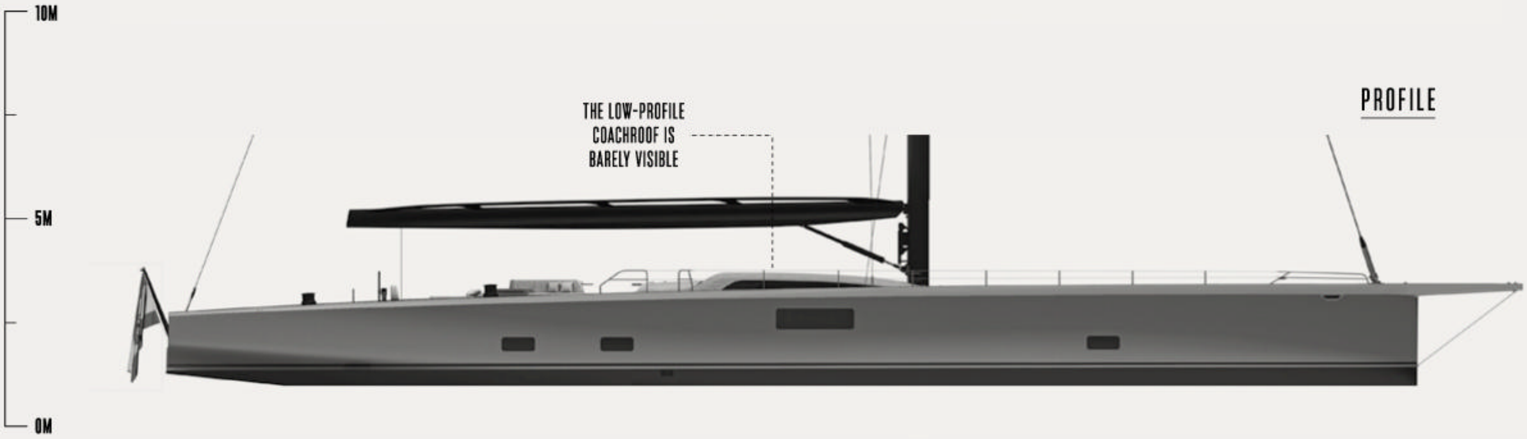
THE GOOD-SIZED GALLEY INCLUDES AN ICE MACHINE, WATER PURIFIER AND DISHWASHER

THE OWNERS CAN MAKE A COFFEE FOR THEMSELVES AT THE BAR JUST OUTSIDE THEIR CABIN



PROFILE

THE LOW-PROFILE COACHROOF IS BARELY VISIBLE



LOA 33.42M
LWL 30M
BEAM 7.6M
DRAUGHT (KEEL UP/DOWN) 4.5M/6.95M
GROSS TONNAGE 115GT
ENGINES 1 X 425HP CUMMINS

GENERATORS 2 X 27KW ONAN
SAIL AREA 648M² UPWIND; 1,286M² DOWNWIND
MAST AND BOOM HALL SPARS HIGH MODULUS
RIGGING FUTURE FIBRES ECSIX

FUEL CAPACITY 4,600 LITRES
FRESHWATER CAPACITY 2,500 LITRES
TENDER 1 X WALLYTENDER48
OWNERS/GUESTS 9
CREW 5
CONSTRUCTION CARBON FIBRE

CERTIFICATION RINA
NAVAL ARCHITECTURE JUDEL/VROLIJK & CO
EXTERIOR STYLING LUCA BASSANI; SANTA MARIA MAGNOLFI
INTERIOR DESIGN LUCA BASSANI; SANTA MARIA MAGNOLFI

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FERRETTI GROUP/2024
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BOAT PRO

2

GALMA IS WALLY'S SECOND SAILING YACHT PROJECT SINCE IT JOINED THE FERRETTI GROUP IN 2019

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CAT SPECIAL

Work on the hull mould of the 33m Baltic 107 sailing catamaran gathers pace

2025

The latest launches, news and market trends in the multihull realm

PHOTOGRAPHY: EVA-STINA KJELLMAN

Wider's first cat boasts new tech and bountiful space / superstar designer Yves Béhar's bold move / a multihull moment: the cat market grows

EDITED BY **CAROLINE WHITE**

>

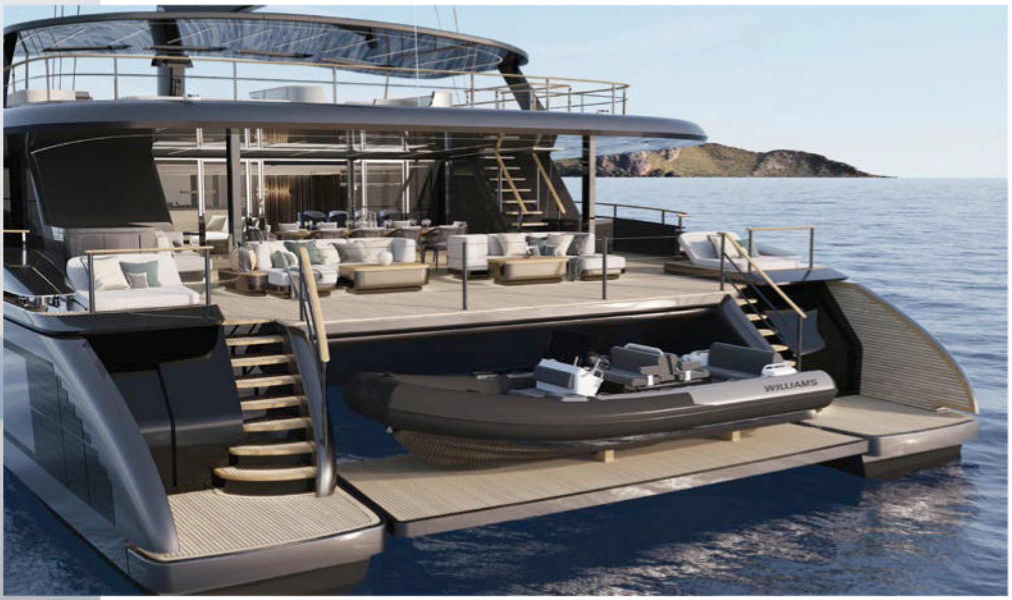
Cats out of the bag

Whether they offer dynamic sailing, lavish lounging or oodles of extra space, Sam Fortescue *reveals the most exciting new multihulls*

Sunreef 43M

The Sunreef 43M integrates 120 square metres of solar panels into its hull alone, with a total of 250 square metres across the vessel, which deliver up to 60kW of power

PHOTOGRAPHY: COURTESY SUNREEF



LOA: 43M
BEAM: 15.40M
GUESTS: 12 + 7 CREW

THE 43M-LONG AND 15M-WIDE HULL REPRESENTS THE LARGEST EVER BUILT THIS WAY – ANYWHERE, BY ANYONE

Sunreef 43M to showcase cutting-edge composite tech

Work to mould the hull of the Sunreef 43M Eco was completed in February, passing a major milestone for this huge catamaran project. Built in vinylester and glass fibre using the "one shot" infusion technique, the 43-metre long and 15-metre wide hull represents the largest ever built this way – anywhere, by anyone.

The advantage is precise control over the amount of resin used in the layup, with drastically reduced emissions of volatile organic compounds. And the result is a lighter, stiffer hull – vital when working at this scale. In total, the hull has a composite surface area of 1,700 square metres, built up of about 160 layers around a foam core, and weighing 50 tonnes.

Next up, the deck, flybridge and bimini mouldings are taking shape – all earmarked for one-shot infusion. When the yacht is delivered to her owner in late 2025, she will go straight into the list of the world's top 10 largest catamarans, taking second place on the sailing side. "The scale of the hull infusion project is unique in the industry and underscores our pioneering role in shaping the future of energy-efficient yachting," says Francis Lapp, Sunreef Yachts founder and president.

Much about this impressive yacht can be expressed in superlatives. Sunreef is known for embedding solar panels in the topsides, superstructure and spars of its yachts to generate renewable power. Accordingly, the Sunreef 43M has an astonishing 120 square metres built into the hull alone, with 250 square metres of solar across the whole vessel – giving a capacity of 60kW.

It's enough to power the electric motors that drive the yacht for 12 hours and at anchor or alongside – solar energy can keep the yacht's hotel systems running silently off battery power overnight. Not only that, but a regenerative propulsion system allows the yacht's propeller to make electricity while the boat is sailing. This is stored in a huge 1MWh battery system.

The cat should be fun to sail as well, with an impressive 1,000 square metres of upwind sail area, which balloons to 1,600 square metres downwind. Speeds well into double figures will be the norm for this boat, but the real draw is the enormous volume and open deck space. Exterior highlights include the giant flybridge with a spa pool, flexible lounging/dining space with a bar on main deck level and the Ocean Lounge beach club, with its fold-down side platforms.

The interior is still a closely guarded secret, but we know that there is accommodation for up to 12 guests. If smaller Sunreefs are any measure, we should expect a generous owner's suite occupying the forward section of the main deck, where it has prime views. Meanwhile, guest cabins will be fitted with large double beds. A second boat has just been sold, with the hull already in the pre-moulding phase.

PRO BOAT

5.4%

PROPORTION OF THE 24M+ MULTIHULL FLEET COMPRISED OF TRIMARANS

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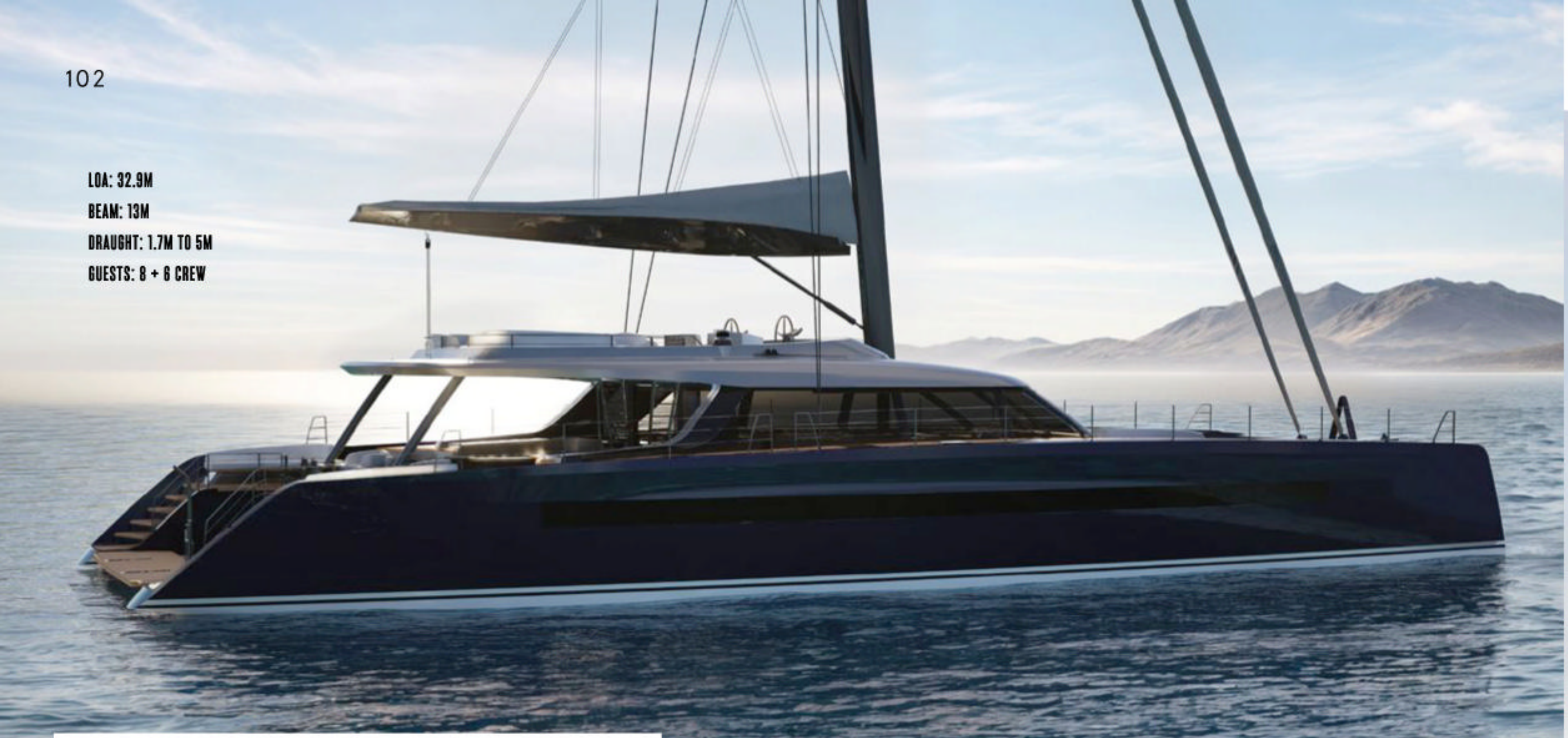


LOA: 32.9M
BEAM: 13M
DRAUGHT: 1.7M TO 5M
GUESTS: 8 + 6 CREW

Baltic 107 shapes up for glorious sailing

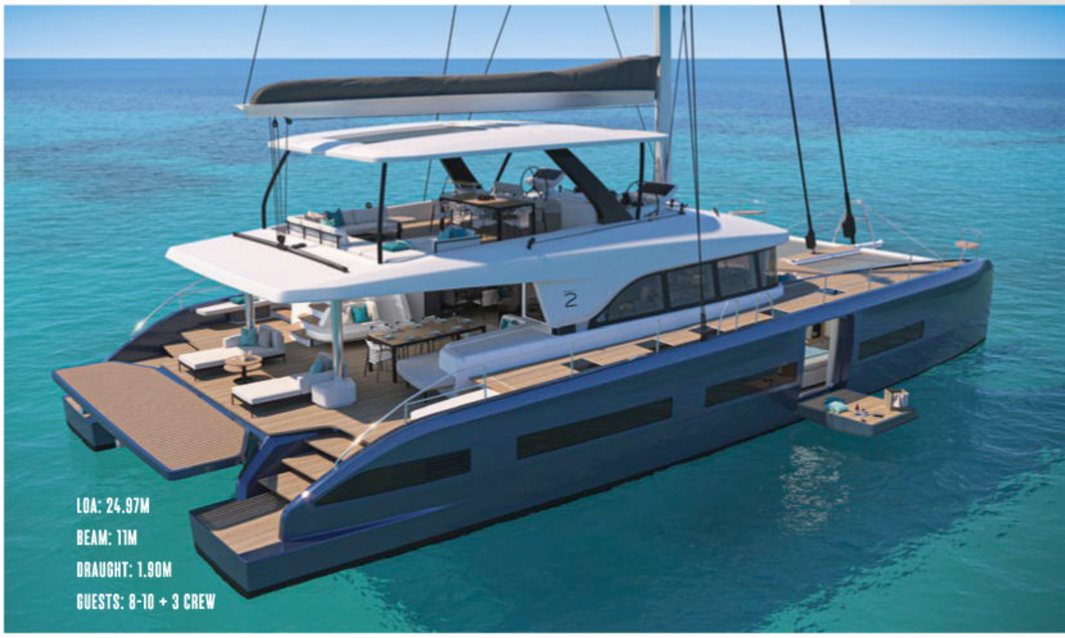
Big sailing catamarans are rare, although their smaller cousins have reached stratospheric popularity in charter hotspots around the world. New sailing projects at the larger end of the spectrum are picking up, though, as Baltic Yachts' recent reveal showed. Known for its high-end performance monohulls, Baltic is leaping wholeheartedly into the multihull world with a large 33-metre boat (in-build).

From the outside, she has a fairly conventional appearance, with raked sterns and a sleek superstructure. The lines from Berret-Racoupeau are artfully drawn, though, because you don't recognise the true scale of the yacht's 33-metre hulls. This allows the inclusion of a flybridge deck without overbalancing the yacht's proportions or pushing the centre of effort too high.

It is clear from the design that this is a true sailing cat – as you'd expect from this design pedigree. Moulding on the advanced carbon-Corecell composite hulls is well under way, with the promise of a stiff and extremely light boat capable of squeezing every fraction of a knot out of low winds. Pivoting centreboards will make her weatherly without excluding her from shallow waters, and controls are all led to the twin flybridge helm stations.

Los Angeles-based interior designer Jamie Bush has been brought in by the client in a first marine project for him. His portfolio shows an eclectic style with quirky elements and splashes of colour, and he promises an unusual interior drawing on modernist influences, using warm woods and crisp whites. Accommodation runs to an owner's suite and three guest cabins, plus six crew.

Baltic says this will be an environmentally aware boat, citing the hybrid electric propulsion. She is designed to use power as efficiently as possible, to permit long periods away from the dock, as you'd expect from a yacht designed to explore.



LOA: 24.97M
BEAM: 11M
DRAUGHT: 1.90M
GUESTS: 8-10 + 3 CREW

Lagoon Eighty 2 flagship built for charter chops

Lagoon, the world's most prolific catamaran builder, has unveiled plans for a new sailing flagship, drawing on feedback from previous owners and crew. The hull design naturally brings it in at just below the 24-metre mark in terms of LWL and class, making the boat an attractive candidate for charter, just like its 24.4-metre Eighty 3 power variant, which will be launched later this year.

Key features of the new model include a 50-square-metre flybridge with a hardtop and optional spa pool, plus a 22-square-metre bathing platform that extends the flexible cockpit space. The main deck is a single open-plan social space with dining, lounging, galley and nav station all communicating. Accommodation is designed for eight guests, where the centrepiece is the owner's suite with a drop-down balcony.

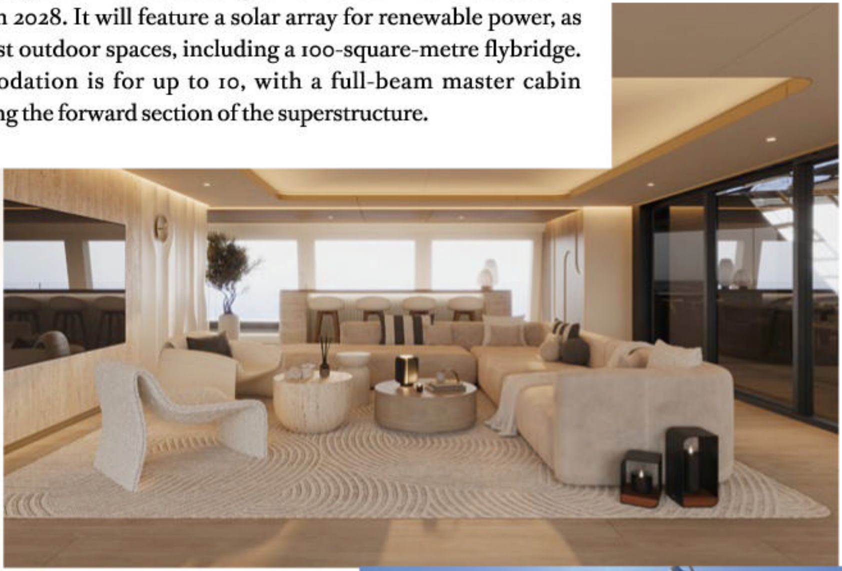
Loose furniture that can be specced by the owner is a new feature for Lagoon, creating much greater customisation potential. And the hull is made of 40 per cent bio-sourced resin, with a lower carbon footprint. It's splashing later this year.

PHOTOGRAPHY: COURTESY BALTIC; COURTESY LAGOON; COURTESY SUNREEF; FOUNTAINE PROJECT

Fresh model and new build at busy Sunreef

In addition to the world's largest single-shot infusion project, Sunreef unveiled a few new models, including a new supermodel-scale Ultima 111 powercat, at 36.35 metres. It crowns the automotive-inspired line that starts at 13.72 metres and focuses on speed and performance. The 111 has fold-down aft platforms, a glass spa pool on the upper deck and a forward-looking master cabin with private foredeck terrace.

Work has also commenced on the first Sunreef 35M Eco sailing cat, sold late last year. The boat is being built in the UAE and is slated for delivery in 2028. It will feature a solar array for renewable power, as well as vast outdoor spaces, including a 100-square-metre flybridge. Accommodation is for up to 10, with a full-beam master cabin dominating the forward section of the superstructure.



Above, the saloon aboard the Sunreef 35M Eco sailing cat. Right, a custom system was created to move Two Oceans' 870 Power Cat to the water

PRO BOAT

241

THE TOTAL NUMBER OF 24M+ CATAMARANS CURRENTLY AFLOAT

Flagship flurry for Fountaine Pajot

In just two years, the French catamaran builder has delivered five of its 23.99m flagship Thíra 80s, with orders in for around 20 in total. It is an impressive achievement by a yard better known for family cruising cats. Berret-Racoupeau penned the lines and designed the interior with big-boat features, including drop-down bulwarks, a well-equipped flybridge and a foredeck lounge.

Splashdown at Two Oceans

Cape Town-based shipyard Two Oceans has been working on its 26.58-metre, 13.42-metre beam flagship power cat for two years and has just reached the launch phase ahead of delivery later this year. Moving the 10-guest, four-decker was a feat. A custom transport rig was built to move the 72.5-tonne vessel to the quay, which necessitated several walls to be removed and rebuilt. It then took a 399-tonne and a 227-tonne crane to transfer the boat to the water. Commissioning now gets under way and, when completed, the boat will offer a fantastic platform for luxury living, with a flybridge bar, private owner's suite and VIP cabins.

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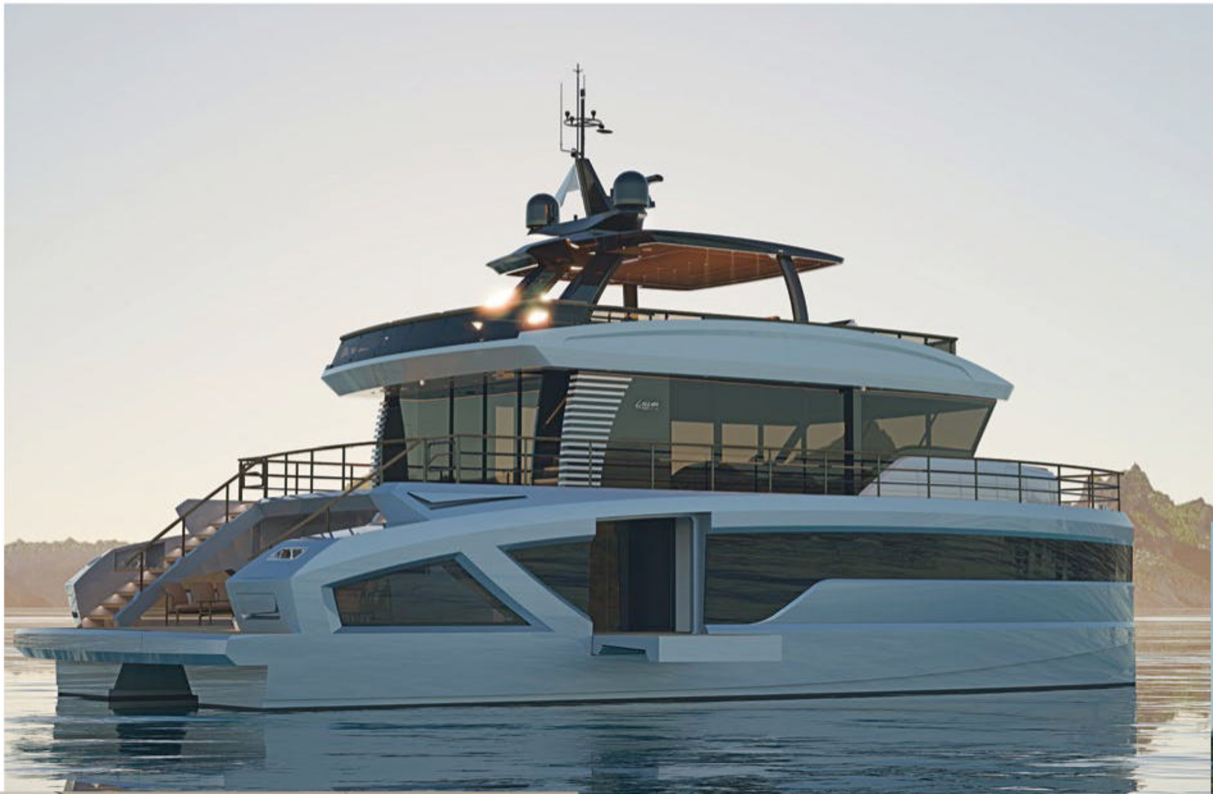
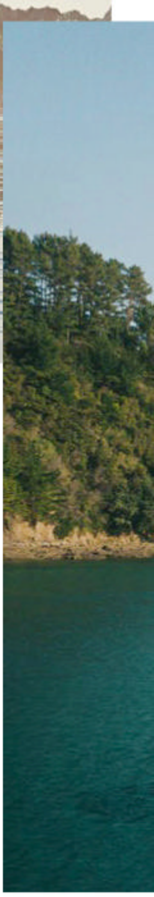
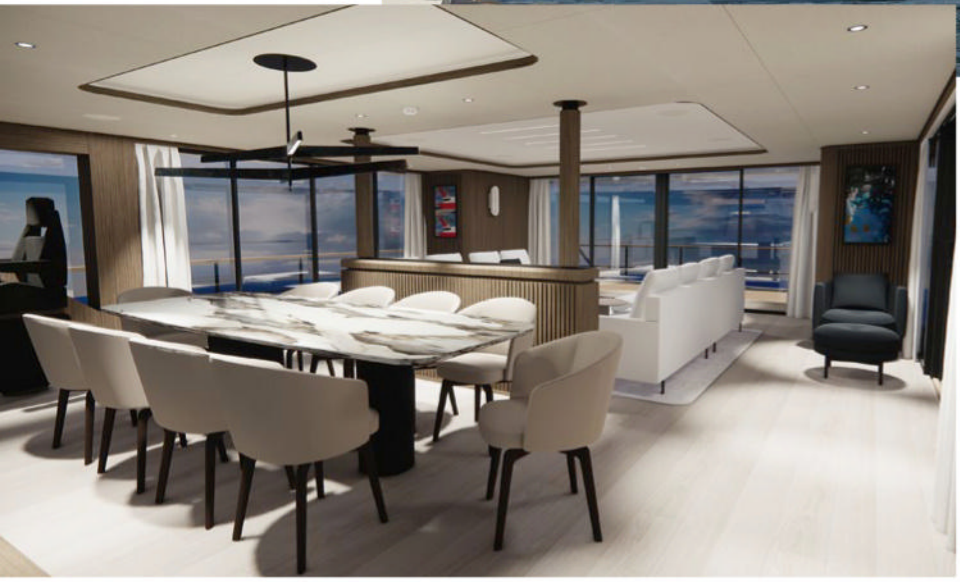


PRO BOAT

88.5 metres

LOA OF THE BIGGEST MULTIHULL AFLOAT – *ASEAN LADY*, DELIVERED BY YANTAI RAFFLES IN 2004





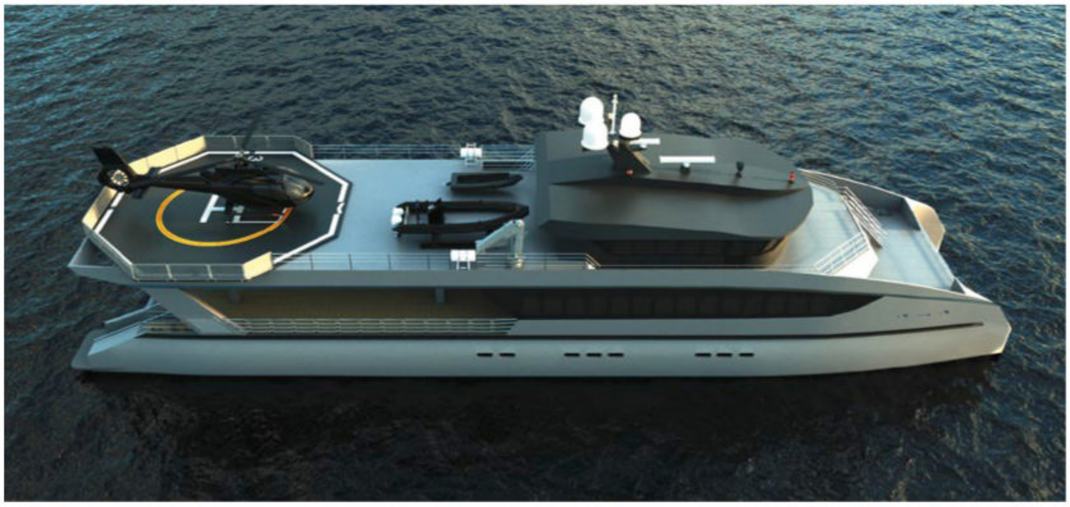
Owner's cabin opulence on Lazzara LPC 300

Rechristened to reflect its "outrageous" 300 square metres of usable space, this 21.38-metre is really the LPC75, which has been in build for some years. Its secret weapon is the full-beam "lowered main deck", which includes a fold-out balcony in the owner's cabin. There's a big saloon on the raised main deck and a flybridge with a generous bathing platform. At time of press, launch was due in late spring.

Left: the interior of the Lazzara LPC 300 is minimalist yet luxurious

Shadowcat takes on security focus with Sentinel

Shadowcat is putting finishing touches to a brand-new Sentinel series of support vessels focused on state-of-the-art security. It will use drones for optical and thermal imaging to assess for risks and evaluate anchorages, throwing a safety net around the mothership and tenders. Smart command and control platforms allow data to be securely shared between vessels, and there is also a comprehensive medical unit. Sentinel seamlessly supports the use of helicopters, light armoured vehicles and high-speed tenders. Although the concept is for a stand-alone Sentinel vessel, its features could also be integrated into existing Shadowcats.



PHOTOGRAPHY: SAIM KAAN YILMAZ; COURTESY ECHO YACHTS

VisionF's electric dream

The innovative Turkish shipyard recently put its new 23.97-metre electric catamaran E-Cat 80 in the water. Built in carbon fibre, the lines are from Marco Casali and MICAD, designed for optimum efficiency. Twin 180kW Danfoss motors combined with 21kW of solar panels permit extended silent operation, but there are 150kW generators in case the sun doesn't shine.

Voodoo Yachts creates magic

Water-jet propulsion makes this latest version of the 22.80-metre XF75 able to access very shallow waters and hit exhilarating top speeds of 50 knots. Cruising speed is about 35 knots, with a range of 3,000 nautical miles at an eight-knot eco speed. The secret is hydrofoil assistance. Oh, and you can land an H130 helicopter on top with jet fuel bunkering of 9,000 litres. A beast of an explorer from Down Under!

AUSTRALIAN BUILDER ECHO YACHTS HAS REVEALED MORE DETAILS OF ITS GIGANTIC ADVENTURE SAILING CAT, CHARLEY 3. NOW IN BUILD AND WITH TWIN DYNARIG MASTS OFFERING 1,660 SQUARE METRES OF SAIL, IT WILL ALSO FEATURE REGENERATIVE POWER

SMALL BUT STRIKING

Bluegame BGF45

The Italian brand is building a 13.9m foiling catamaran using the technology it developed for its hydrogen-powered America's Cup support vessel. The BGF45 will hit 40 knots and promises to combine sustainability with performance. Launching at Cannes 2025.

SilverCat 46WA

Gulf Craft has expanded its SilverCat line with a new version of its 14.3m, powered by up to four 400hp outboards. There's cosy overnight accommodation for a couple and room for up to 19 on board.

Cure 55

Cure, an Australian composite expert, launched the new 17.78m all-carbon Cure 55. It has B&G electronics, North Sails, 3D-printed parts, articulating helm pedestals, daggerboards and around 4kW of solar panels. Standard accommodation is for six.

Peak multihull?

The market has been growing consistently since 2020, but a recent dip in production levels suggests demand might be faltering. Gabrielle Lazaridis *investigates*

Sunreef Yachts is behind roughly half of all multihull projects in the Global Order Book

Multihulls are having a moment. In the five years between 2020 and 2024, *BOAT International*'s Global Order Book (which counts all superyachts over 24 metres LOA on order or in build) recorded more than a three-fold increase in the number of multihull projects.

For the most part, the annual figure rose steadily from 22 in 2020 to 34 in 2021, 42 in 2022 and 50 in 2023. However, 2024 saw the number in development jump to a record 72 units.

One of the driving forces behind the sector's growth has been the pioneering efforts of Polish shipyard Sunreef Yachts, which is currently responsible for around half of all multihull projects in the Global Order Book. "There is a huge interest in multihulls at the moment, and Sunreef Yachts plays a key role in shaping that trend," says Sunreef Yachts CEO Francis Lapp. "Over the years we have proven that multihulls can be luxury yachts."

↘ BROKERAGE MARKET INSIGHTS

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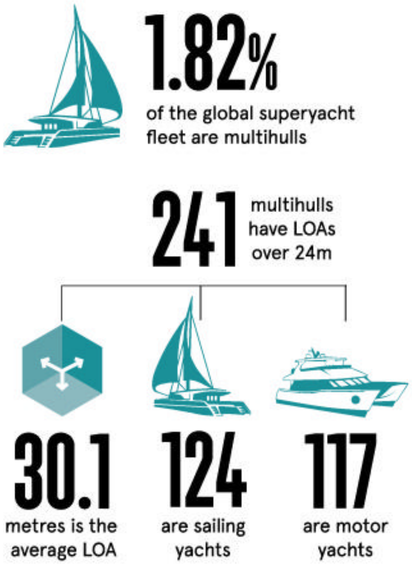
MULTIHULLS BY NUMBERS

GOB	2020	2021	2022	2023	2024	2025
IN BUILD/ ON ORDER	22	34	42	50	72	66

But has the market reached its peak? *BOAT International*'s 2025 Global Order Book noted a slight decrease in the number of multihulls in development, which fell by an overall six units from the previous year. The drop was likely caused by a brief production lapse over at electric catamaran builder Silent Yachts, which was placed under administration in early 2024 and subsequently sold later that year to American-German investor Michael Said.

According to Lapp, this year's aberration is unlikely to disrupt the continued growth of the multihull market, which is finding even greater traction among owners looking for a more responsible approach to superyachting. "Today, builders and customers both realise that catamarans also make fantastic sustainable yachts. They have a very energy-efficient architecture and offer a lot of space for solar panels," he says.

Although they may be gaining in popularity, multihulls are still a relatively new phenomenon within the yachting industry. BOATPro data indicates that all catamarans, trimarans, wave piercers and Small Waterplane Area Twin Hull vessels represent a minute 1.82 per cent of the global fleet, made up of mostly smaller yachts between 24 and 40 metres.



However, recent trends suggest this small section of the market is likely to continue its upward trajectory, with owner preferences swinging increasingly towards power (as opposed to sailing) multihulls, which have come to dominate this year's Global Order Book.

PHOTOGRAPHY: COURTESY OF SUNREEF YACHTS

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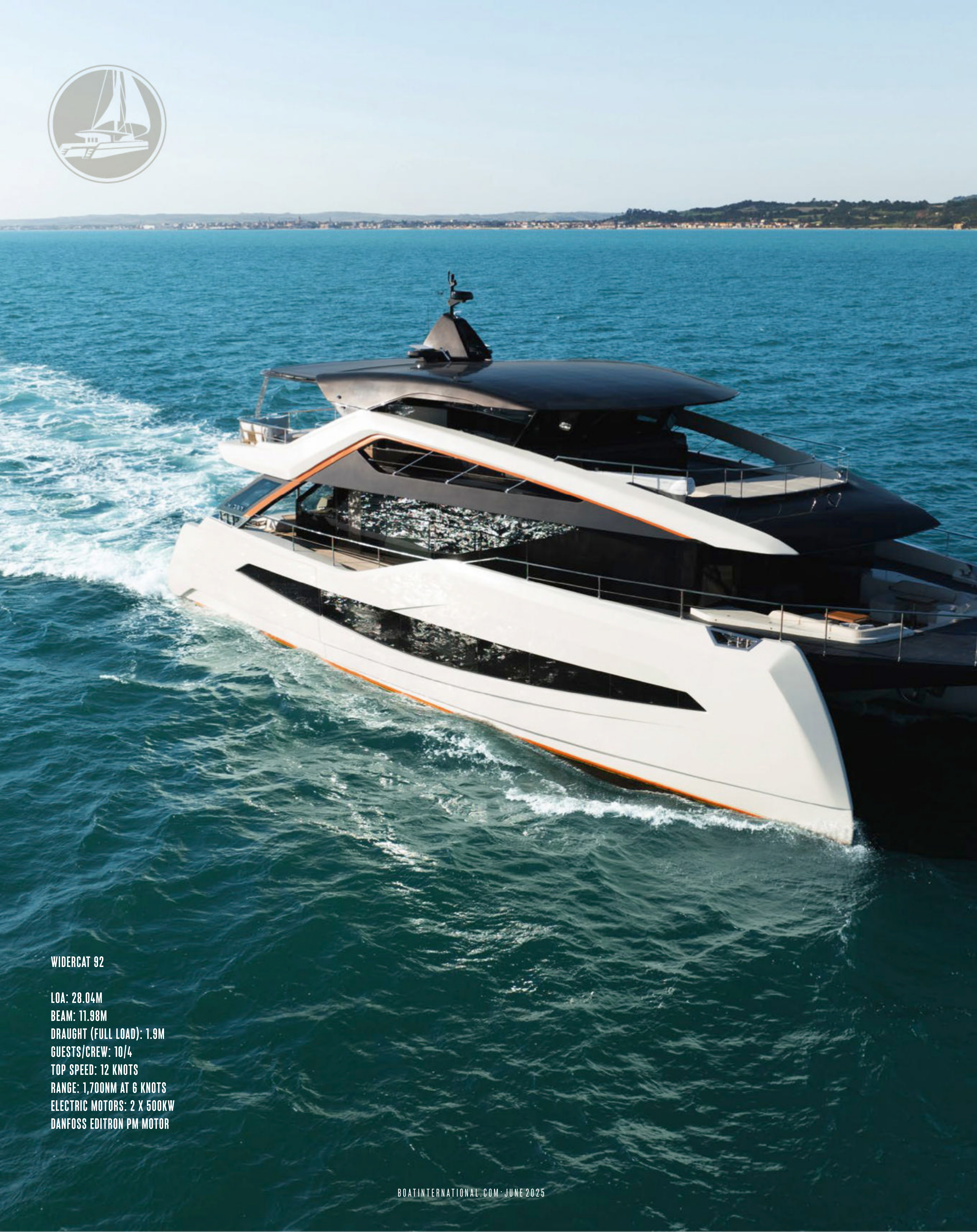

WIDERCAT 92

LOA: 28.04M
BEAM: 11.98M
DRAUGHT (FULL LOAD): 1.9M
GUESTS/CREW: 10/4
TOP SPEED: 12 KNOTS
RANGE: 1,700NM AT 6 KNOTS
ELECTRIC MOTORS: 2 X 500KW
DANFOSS EDITRON PM MOTOR

Full stretch

The WiderCat 92 Acali *shows Italian builder Wider hasn't lost its appetite for innovation, says* Kevin Koenig

PHOTOGRAPHY: MOOWE

Wider has always defined itself by its, well, width. From the beginning, when it launched the avant-garde Wider 42 back in 2011, the builder has shown an obsession with maximising deck space. That boat, if you'll recall, was one of the first to have expanding terraces on its aft deck. Wider has now taken that idea and pushed it to a logical conclusion – its first ever catamaran, the WiderCat 92. Hull No 1, named *Acali*, splashed in January 2024 and was delivered to her owners in May of that year, before her official debut at the 2024 Cannes Yachting Festival.

Wider enlisted veteran Milan-based designer Luca Dini to do both interiors and exteriors, and he did not hold back. The lines of the WiderCat will not leave the eye bored. High bulwarks and an imposingly tall flybridge give the yacht a look of solidity and a coiled musculature that is immediately noticeable. A raked bow portion peals back into a zigzagging sheer line that is mimicked by the lines of the flybridge.

"The aim behind the design of the WiderCat 92 was to create a catamaran that externally conveys the lines and elegance of a refined yacht, while integrating innovative solutions and a strong sense of balance," says Dini of his creation. "We wanted to move away from the traditional, utilitarian look of many catamarans and instead offer a silhouette that embodies beauty, dynamism and harmony – a yacht that feels light, graceful and contemporary."

Onboard space, however, was not sacrificed for aesthetics. As if the catamaran's 12-metre beam was not enough, there are also flip-down terraces forward of the beach club that increase the vessel's entertainment area beyond what any 28-metre boat should rightly be able to claim. She is simply huge, and that quality has made her attractive to owners sizing down out of bigger boats. "So far all of the clients that have chosen this boat have come from larger yachts," says Marcello Maggi, president of W-Fin Sarl, the holding company that owns Wider. "The main challenge for the WiderCat 92 was to bring the content and comfort of a superyacht to a boat under 24 metres (load line

The WiderCat 92 features the builder's hybrid-propulsion system with electric motors, variable-speed generators and lithium-iron phosphate batteries. Solar panels covering 150m² help with energy self sufficiency at anchor

While the cat is just 28m LOA, a 12m beam gives generous living areas with room for wide side decks outside. Right: the upper aft deck is the spot for outdoor meals. Below: interior dining is found in the main saloon. Below right: the owner's cabin takes up almost half of the main-deck space

THE FORWARD MASTER ON THE MAIN DECK IS A HIGH POINT, WITH A SLIDING GLASS DOOR FORWARD THAT LEADS TO AN AL FRESCO OWNER'S TERRACE

length). By carefully studying the segment, we understood that there was an interesting gap to fill in this sense."

To this end, the yacht's interior is as eye-catching as her outer shell. The area where the vessel's 12-metre beam is perhaps most evident is in a spacious saloon with a dining table amidships and a seating area to starboard. The space is replete with asymmetrical shapes seen on the sole, as well as on some of the walls, lending it a 70s-chic look, to my eye. The forward master on the main deck is a high point for *Acali*, as it takes full advantage of the beam and has a sliding glass door forward that leads to an al fresco owner's terrace. The combination of interior and exterior spaces, when paired with the beam, make the master feel like it belongs on a 45-metre monohull.

The yacht has three guest cabins on the lower level. Mirroring VIPs aft have cool little details such as leather wraps around the bendable reading lights on the headboards, but the real star of the show in these cabins is the private access through a watertight door that leads to the fold-out terraces and the beach club. Imagine waking up in the morning and being able to slide out directly on a paddleboard in some paradisical cove.

When it's time to find a new cove to play in, the captain drives the Wider from a bridge with a reverse-raked windshield and good lines of sight. The yacht has a diesel-electric hybrid propulsion system with twin electric motors delivering 500kW each to the thrusters. There are also two 357kW generators at play, as well as an advanced battery management system that helps improve the boat's overall efficiency. *Acali* can also cruise in ZEM (zero-emissions mode) for 43 kilometres at six knots, and run on battery power alone at anchor for more than half a day.

Underway the yacht has a top speed of 12 knots, with a fast cruise of 10 knots and a 1,000-nautical-mile range at eight knots – enough to get from Monaco to Mykonos without refuelling.

That's a journey that can be undertaken in style and comfort on board this WiderCat 92, a yacht that combines forward-thinking tech with sharp design and a degree of liveability that is hard to match at this length. For catamaran lovers, or even monohull diehards looking for something new, this is a boat that should be approached with a mind wide open. ◘

PHOTOGRAPHY: GIOVANNI MALGARINI

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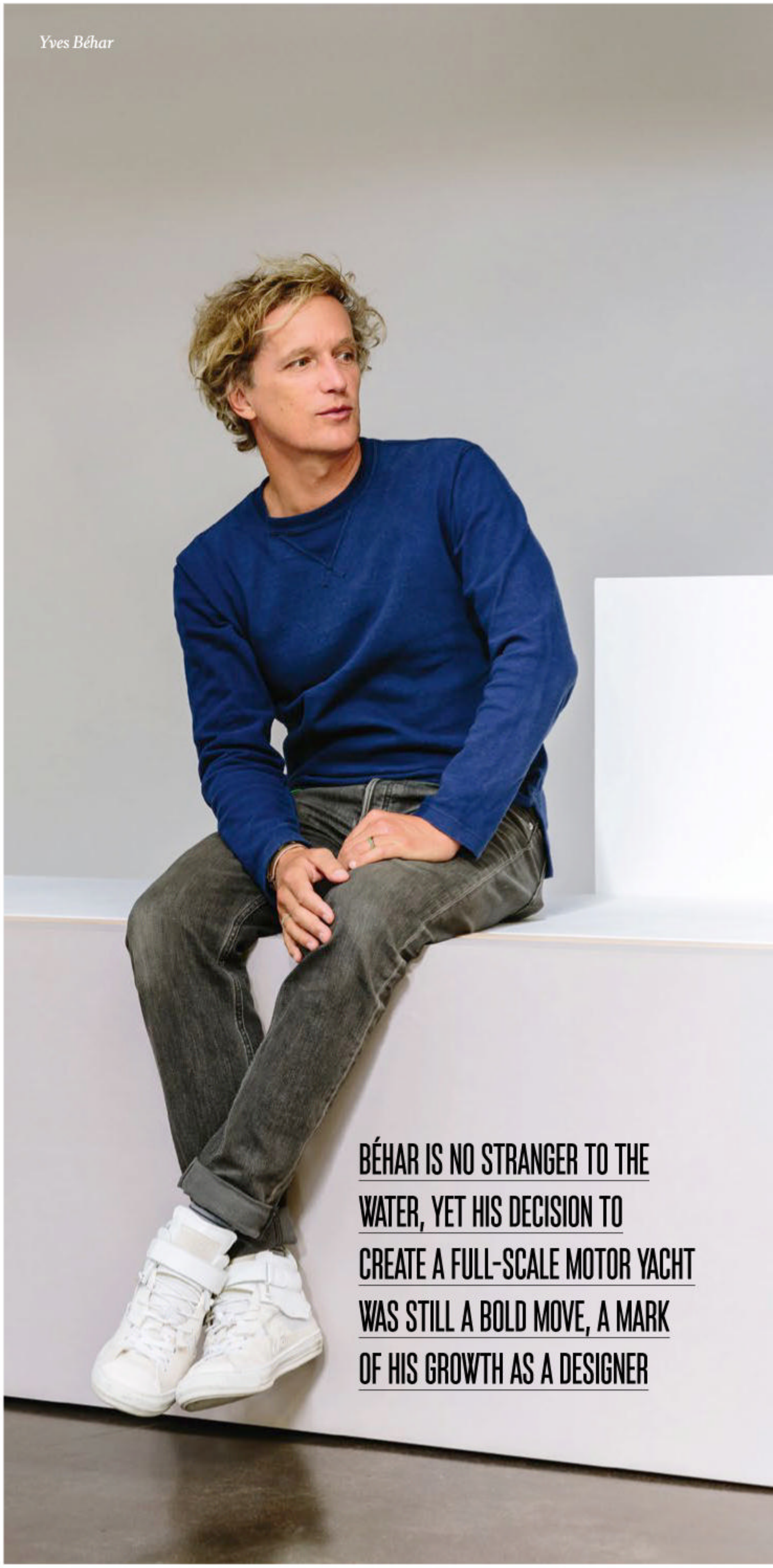
Solar flair

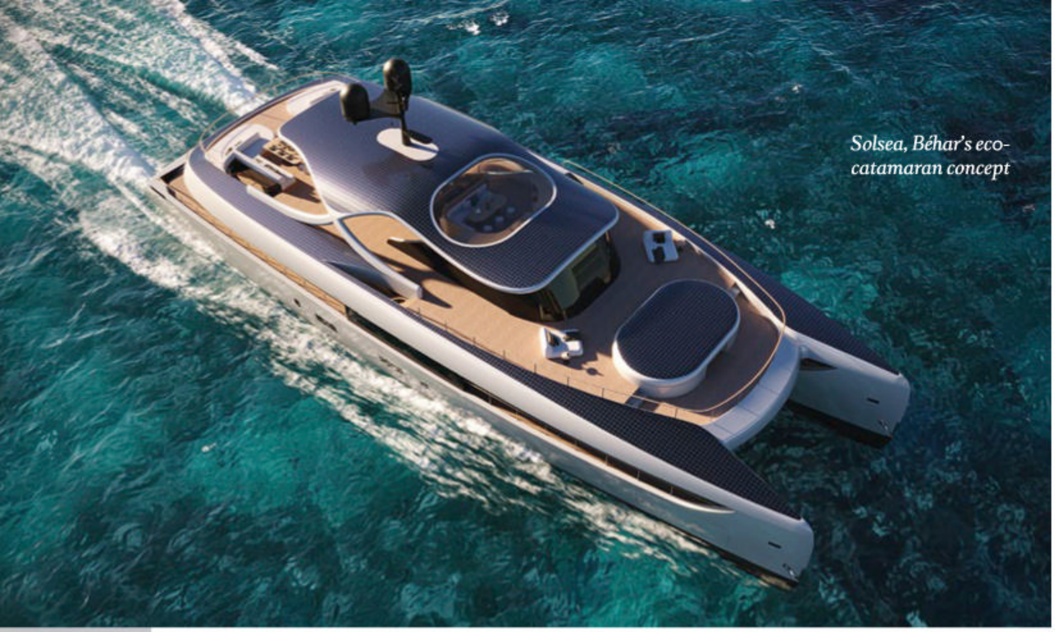
His design projects have spanned cars, education and robotics. Now, Yves Béhar has turned his attention to eco-catamarans. *Ian Vollner* discovers his Solsea collaboration with Rossinavi

Between the design and yacht worlds, there exists a slight yet significant language barrier. That much was apparent when Yves Béhar was on stage next to Federico Rossi, COO of Rossinavi, at Design Miami 2024. They were discussing their 43-metre electric catamaran concept, Solsea, when a remark from Rossi describing the size of the multihull prompted a puzzled expression from the moderator, Glenn Adamson, curatorial director of Design Miami. "Beam," Béhar said, repeating the usage. "It means width."

For Béhar, assuming the role of "yachtspeak" translator is a remarkable development. Born in Switzerland but mainly raised in Turkey, he splits his time between studios in the US and Portugal, and has been at the top of the global design profession since launching his multidisciplinary practice, Fuseproject, in 1999. He is famed for his innovative projects and collaborations, including the Samsung Frame television display, future-forward office furnishings in partnership with Herman Miller and the world's first portable power stations with accompanying solar panels for US startup Yoshino. He has also worked on environmental and social initiatives, including The Ocean Cleanup's sunglasses made from recycled plastic, as well as backpacks made from recycled sails for California nonprofit Sustainable Surf. He famously pioneered the One Laptop Per Child initiative in 2005, creating portable computers that could be made inexpensively and distributed in the developing world,


Yves Béhar

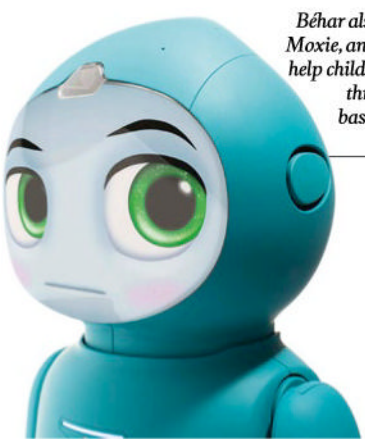
BÉHAR IS NO STRANGER TO THE WATER, YET HIS DECISION TO CREATE A FULL-SCALE MOTOR YACHT WAS STILL A BOLD MOVE, A MARK OF HIS GROWTH AS A DESIGNER



Solsea, Béhar's eco-catamaran concept

Béhar and Fuseproject partnered with TELO Trucks to develop a compact EV pickup made for urban living and weekend adventures

The Sayl office chair incorporates Herman Miller's innovative design and ergonomics



Béhar also designed Moxie, an AI robot to help children develop through play-based learning

PHOTOGRAPHY: ALANNA HALE; COURTESY FUSEPROJECT

establishing a reputation as an industrial designer whose work addresses social issues with a combination of technical daring and visual flair.

Béhar now occupies a rarified niche in the design world alongside figures such as Philippe Starck and Patricia Urquiola. Design Miami awarded him its Design Innovator Prize in 2015, and it was at that same fair where he met Rossi two years ago. "What is changing in your world?" Béhar asked him. When the yacht builder explained that Rossinavi was trying to respond to the growing calls for better energy efficiency in the industry, it was exactly what Béhar wanted to hear.

Already, the designer had been engaged in a years-long effort to develop electric vehicles, including an ongoing collaboration with automotive startup TELO Trucks. The encounter with Rossi "felt like a meeting of the minds", he says, a sign that the yachting sector, like the automotive field before it, was "ready to invite people like me, who are innovation generalists, to apply new technologies in new ways".

Having spent much of his youth boating and fishing around the Sea of Marmara near his parents' home in Istanbul, Béhar is no stranger to the water – yet his decision to create a full-scale motor yacht was still a bold move, a mark of his growth as a designer. "I don't think I would have had the confidence or experience to design a boat 20 years ago," he says.

The Solsea concept began with a couple of givens. For starters, it had to be a catamaran. "The efficiency is simply much greater than a monohull," Rossi notes. The cat's twin canoe-like volumes have a shallower draught that makes for decreased friction; the central tunnel between the hulls would also provide more room for Solsea's batteries, which are intended to allow the boat to run on electricity alone for 80 per cent of a transatlantic voyage.

At the same time, the cat format would give the boat plenty of space within a still-economical 43-metre-long frame, ensuring comfortable interiors as well as added surface area for the solar panels that cover nearly every exterior surface, including a raisable foredeck pool cover.

"The access to different areas has to be carefully considered," says Béhar, "how the staff moves about the boat, how the captain goes to the control room." While attending to these still-unfamiliar details, the designer remained determined to create a boat that would also speak a compelling and novel aesthetic language that could convey to owners and guests a sense of luxury and an organic connection to the maritime environment.

Curvaceous furniture and wall treatments, much of them made from recycled materials; cork-lined decks, as elegant as the typical teak but far more sustainable; a retractable beach club door providing full access to the water without the often junky aft-side look of so many cats – all of it was intended to create a harmonious ambience that chimed with Solsea's eco ambitions. As Béhar puts it, "I want people to see and feel the change that they're subscribing to."

It will be a while before anyone will be able to feel that change in person. While a prototype infrastructure was already undergoing testing, the final realisation of Béhar's Solsea vision will not be ready until at least 2027.

Undaunted by the wait ("I once designed a cereal box for Target that took five years," he has said), Béhar appears content to bide his time and learn more about an industry that still rarely makes room for global architects outside of its world.

Sunreef 102

Delivered in 2009, this large aluminium sailing cat has been well maintained and is offered in turnkey condition.

LOA: 31.1M
BEAM: 12M
DRAUGHT: 2.5M
PRICE: €4.4M
BYACHT.COM

Catch your cat

Sam Fortescue *rounds up the finest multihulls on the market*

LOA: 23.3M
BEAM: 9.8M
DRAUGHT: 2.7M TO 4.5M
PRICE: £6M
BERNARD-GALLAY.COM

BOAT PRO

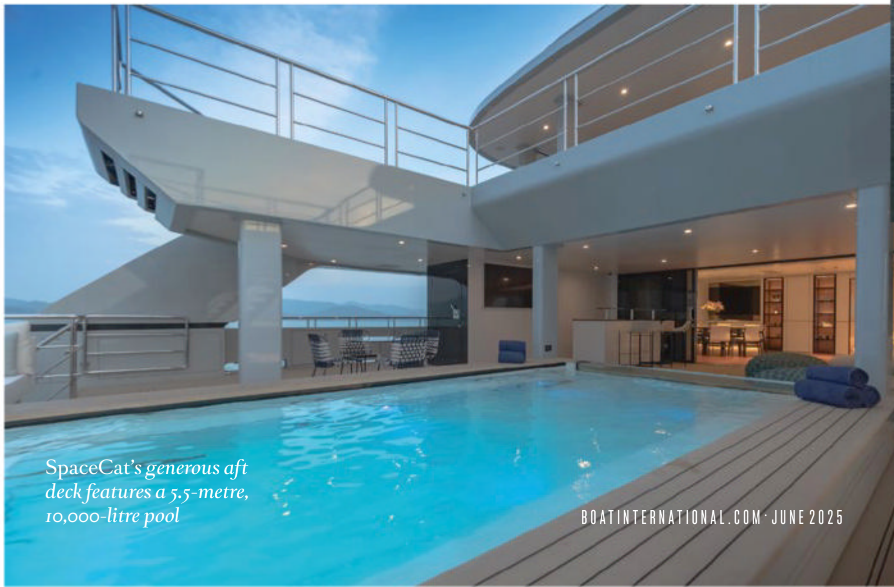
68.2 metres

SHADOWCAT'S *WAYFINDER* IS THE LARGEST CAT SOLD ON THE SECOND-HAND MARKET, ASKING €55M IN 2024

LOA: 35.9M
BEAM: 13.3M
MAX SPEED: 24 KNOTS
PRICE: $18.8M
IYC.COM

SpaceCat

A fantastic volume of 481GT allows an owner's suite on the main deck, a spacious aft deck, up to six additional guests and eight crew. It is the brainchild of designer Espen Øino.



SpaceCat's *generous aft deck features a 5.5-metre, 10,000-litre pool*

Jack

Skip the build queues with this 2023 fast-cruising MC75 cat from the wizards at McConaghy. Capable of 20-knots-plus, she also has a low-profile flybridge and en suite cabins for eight.

Little Giant

In better-than-new condition thanks to a 2024 refit at Derecktor, this super comfortable 2017 Sunreef 88 now features a tender lift platform for a new 5.5-metre Zodiac. It has five double cabins.

LOA: 26.82M
BEAM: 12.09M
DRAUGHT: 2.31M
PRICE: $6.17M
CATAMARANS.COM

LOA: 20.15M
BEAM: 10M
DRAUGHT: 1.5M
POWER: 2 X YANMAR (440HP)
PRICE: €3.6M
FRASERYACHTS.COM

Blue Iris

A great opportunity to acquire a recent example of Lagoon's Sixty 7 Powercat, meticulously maintained in Hong Kong. Features an open-air movie theatre and a 4.2-metre Highfield tender.

Magic Cat's 25m² cockpit is made for relaxed outdoor living

Magic Cat

A high-tech carbon build from Multiplast ticks all the performance boxes with a rotating mast, composite rig and full sail wardrobe. Meticulously refitted in 2022, she offers four double en suite cabins and huge living spaces.

LOA: 25M
BEAM: 11.7M
DRAUGHT: 3.2M
SAIL AREA: 301M² UPWIND
PRICE: €2.9M
BERNARD-GALLAY.COM

PHOTOGRAPHY: CAMILLE LAFON

Photo: © Sailing Energy/The Superyacht Cup Palma
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2025

The OCEAN AWARDS

The winners

Held in partnership with Nekton, and in association with Kensington Yachts, the Ocean Awards 2025 return for their 10th edition, recognising the achievements of individuals, groups and organisations dedicated to restoring the health of our seas

BY CLAIRE WRATHALL

Our heartfelt thanks to the Blue Marine Foundation, our Ocean Awards founding partner, who remain part of our esteemed judging panel

PHOTOGRAPHY: JARED POLEDNA ON UNSPLASH

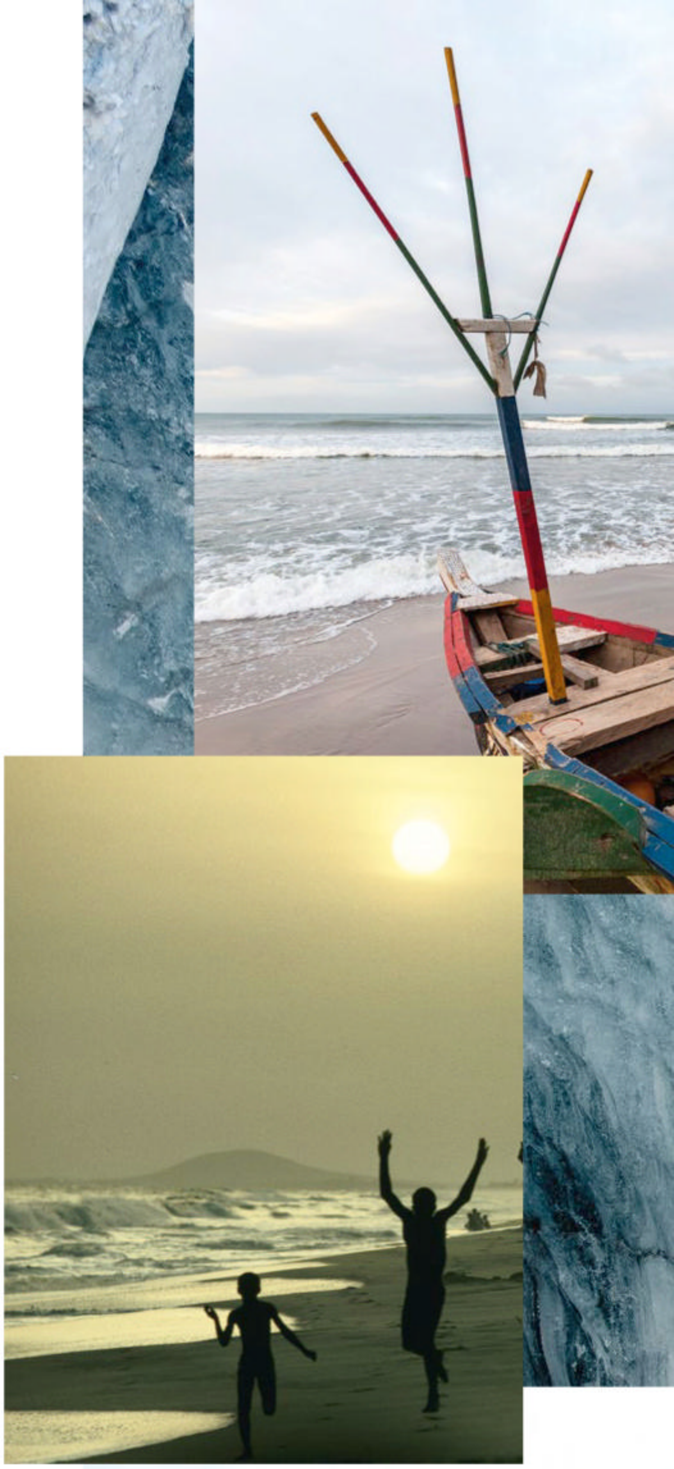
Local Hero Award

For an individual, grassroots or community-based group whose campaigning, innovation or conservation work is making a positive impact on the marine environment where they live

WINNER

PETER TEYE BUSUMPRAH

CEO OF OCEAN ROCK BASE, FOR HIS PIONEERING WORK IN GATHERING OCEAN DATA IN ACCRA, GHANA



Who is he?

Peter Teye Busumprah is an oceanographer and environmental advocate. Having studied fisheries science at the University of Ghana, he founded Ocean Rock Base in 2024, an innovation-driven, knowledge-based environmental NGO whose mission is to "change humanity's relationship with the ocean".

What ignited your interest in the oceans?

"I grew up on the coast in Ada, southeast Ghana," he says. "My early experiences as a local fisherman instilled in me a deep appreciation for marine life and the vital role the oceans play in keeping humans in good condition. But witnessing the impacts of overfishing and degradation sparked my interest in the conservation of our aquatic resources."

What came first: concern for the fishers or the fish?

"From my experience, I realised there was an urgent need to address the unsustainable practices that threaten our oceans and the livelihoods of my community," he says. "Climate change, overfishing, habitat destruction and pollution have not only diminished fish stocks but eroded our cultural ties to the sea."

So what's the solution?

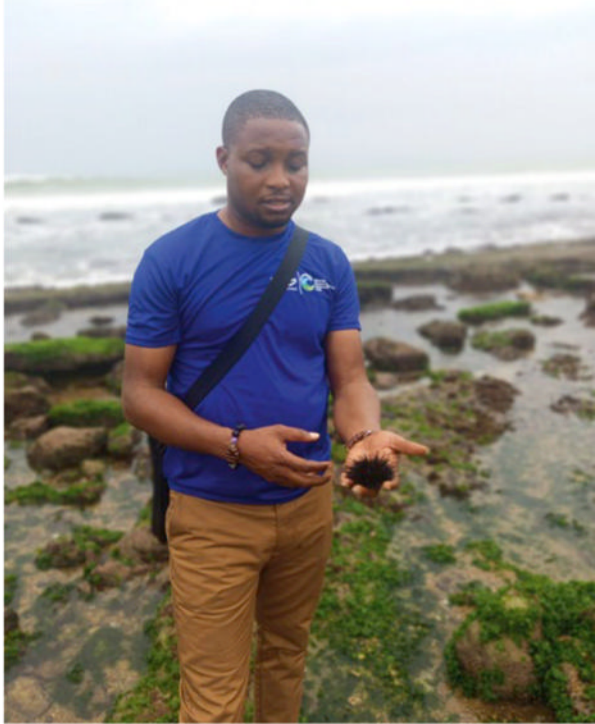
Informed policy-making depends on detailed knowledge, he says. So a lot of Ocean Rock Base's work involves getting local fishers to help document the marine life they encounter to create "a data repository for different fish species".

"Our initiative seeks to empower local fishermen through education, collaboration and science-based policies. By understanding the biodiversity of our waters, we can create responsible fishing practices that not only support our livelihoods but also keep the ocean in good health for future generations."

How do local fishers collate the data they collect?

Ocean Rock Base has developed what he calls an "Ocean Multifunctional smartphone application that utilises GPS technology to record crucial information such as catch location, habitat, species size and fishing-trip duration. Fishermen log specific data such

PHOTOGRAPHY: HENRIQUE-FERREIRA-26PDAGBLKQO-UNSPLASH.JPG; GETTY IMAGES; MIKE ABRAHAMS/ALAMY STOCK PHOTO



> “CLIMATE CHANGE, OVERFISHING, HABITAT DESTRUCTION AND POLLUTION HAVE NOT ONLY DIMINISHED FISH STOCKS BUT ERODED OUR CULTURAL TIES TO THE SEA”

Ocean Rock Base has successfully tested its application at 25 landing beaches in Ghana. With the help of local fishers, the application enhances understanding of marine biodiversity

>

Left: Ocean Rock Base's team at the Prampram mangrove restoration project

as the fishing effort [the capacity of the vessel and method of capture], binomial classification of species and sea conditions, providing a comprehensive dataset that enhances understanding of marine biodiversity."

The application is also used to record indigenous names and ecological observations. "By mapping blue-carbon biodiversity, it aids in the conservation efforts crucial for climate change mitigation," he adds. And it encourages data sharing among fishers, promoting awareness of ocean conservation and alerting them to government recommendations for marine protection areas. In short, "it enhances stakeholder engagement, ocean literacy and fosters collaborative efforts across West Africa in developing similar fisheries atlases."

Where is it being used?

"We've successfully tested the application at 25 landing beaches in Ghana," he says, adding that the project has additionally been implemented in Cameroon (in collaboration with One Green Africa); Nigeria (in collaboration with Nature Cares Resources Centre); and Sudan. It's also been trialled in Madagascar and Tunisia.

Any other projects?

"We're currently in the midst of establishing the first community-managed Marine Protected Area in collaboration with local chiefs, community members, fishermen and local government."

All this in a year! So what are its ambitions for the future?

"To promote citizen science in the hope of discovering new marine species in Ghana; to create a digital fisheries atlas for the West African Coastal region; to create MPAs; to create an interactive digital map of blue-carbon ecosystems in near-shore waters off West Africa."

And in a sentence?

"To make an impact!"

"BY UNDERSTANDING THE BIODIVERSITY OF OUR WATERS, WE CAN CREATE RESPONSIBLE FISHING PRACTICES THAT NOT ONLY SUPPORT OUR LIVELIHOODS BUT ALSO KEEP THE OCEAN IN GOOD HEALTH FOR FUTURE GENERATIONS"

Norway's Prince Haakon (above) is one of the volunteers at Tarevoktere, which is working to restore kelp forests by removing sea urchins (left)

"WITHOUT THE KELP, YOU DON'T REALLY HAVE AN ECOSYSTEM"

RUNNER-UP

TAREVOKTERE

For the protection
of kelp forests in Norway

PHOTOGRAPHY: DAVID_GONZALEZ; LIV ANETTE LUANE/DET KONGELEGE HOFFET; GETTY IMAGES; HENRIQUE FERREIRA ON UNSPLASH

What's the issue they've been fighting?
Every year, kelp forests capture about 4.5 million tonnes of carbon dioxide from seawater, making them one of the world's most important carbon sinks. But the kelp forests off the north Norwegian coast, especially around Tromsø, Harstad and the Lofoten Islands are under attack from sea urchins. "Kelp forests are very productive ecosystems that are a hotspot for marine biodiversity," says Ida Søhol, co-founder of Tarevoktere, a volunteer-led restoration initiative. "They serve as the nursery and feeding ground for so many organisms. But without the kelp, you don't really have an ecosystem."

But what have sea urchins got to do with it?
They've been eating the kelp. "Scientists believe that overfishing of predators back in the 1970s and 80s led to a huge expansion in their numbers," she says. "The loss of predators such as wolffish caused them to expand their feeding sites. And today, we have almost 15,000 kilometres of coastline" made barren by the urchins.

So what can be done?
The best way to restore the kelp forests is to remove the urchins using "proper scientific oversight", she stresses. So they harvest them and "put them to good, alternative use, for example, culinary urchin ranching".

Urchin ranching?
Essentially, it's the fattening up of urchins that are empty on the inside because they can't find enough food. By feeding them and growing their roe in a controlled environment, they can then be sold as food.

And the ultimate aim?
To bring the urchin population down from 30-plus to fewer than two per square metre. "That way, the kelp forests should recover during the next growth season."

How far are they from realising that goal?
Thanks to teams of volunteer divers recruited from local diving clubs, among them Norway's Crown Prince Haakon, more than 3,000 square metres of kelp forest has been restored.

>

“EACH TRIP WE RUN KEEPS TWO SHARK-FISHING VESSELS OUT OF THE WATER FOR A MONTH, SAVING MORE THAN 60 SHARKS”

Innovation Award

For an individual, company or non-profit that has successfully developed or introduced innovative measures – scientific, technological or social – that will reduce stress on the oceans

As part of Project Hiu, crew of former shark-fishing boats have turned their efforts towards eco-tourism to replace income they would have earned catching sharks

PHOTOGRAPHY: SHIFAAZ SHAMOON ON UNSPLASH; PROJECT HIU

WINNER

PROJECT HIU

FOR ITS WORK IN SHARK CONSERVATION IN LOMBOK, INDONESIA

What is Project Hiu's USP?

Its motto sums it up: "Protecting sharks by employing shark fishermen."

How did it start?

In 2018, 23-year-old Australian film-maker Madison Stewart came to Lombok to work on a documentary exposé of the shark trade "and the men at its heart". Filming in Lombok's shark market, she was horrified by what she saw: dozens of carcasses of hammerhead, bull, silky, thresher and tiger sharks, as well as rays, dead on the floor of the market. "This wasn't my first time seeing shark carcasses," she says. "But it was the first time I had seen men whose next meal depended on them."

Getting them to stop was going to be a challenge

At the start of this century, Indonesia was the world's leading shark exporter, and these men depended on that market for their living. As one of them has been quoted as saying, "We come back when the boat is full of fins, or when we run out of cigarettes. These days we always run out of cigarettes first." They weren't going to stop without the offer of better, more lucrative employment. Wise to the fact that about two million tourists, many of them Australian, visit Lombok each year, Stewart's solution was to set up a sustainable ecotourism venture, Project Hiu, named after the Indonesian word for shark.

And what does it do?

As well as free-diving courses and opportunities to meet the fishing communities and see the shark market, it offers day trips and six-night itineraries for up to eight adults (from about US$1,500 per person) that include trips to explore the islands and their waters using six former shark boats and their crew. Those boats and fishers would formerly have been catching hundreds of sharks a year. Profits from the day trips are paid to fishers to replace the income they would otherwise derive from catching sharks.

Has it made a difference to the local shark population?

"Each trip we run keeps two shark-fishing vessels out of the water for a month, saving more than 60 sharks," she says. In 2024, Project Hiu contracted eight more boats and prevented a total of 36 shark-fishing expeditions, saving more than 2,000 sharks, eight of which they managed to tag. One of them, a three-metre tiger shark whom they named Raisa, travelled 14,000 kilometres until she was caught and killed, but her death revealed what Stewart calls "a significant hotspot for tiger sharks". In identifying the area where she was caught, a place to which sharks congregate, "Raisa gave us invaluable data," says Stewart. And contingencies have been put in place to deter fishing there.

So there's an important research element too?

There is. Project Hiu has contributed to several papers, notably on great white sharks in Indonesia, and is in the process of publishing the findings of its own research.

And a community element?

Even during the off-season, Project Hiu provides employment for former fishers, more than 60 of whom now work for it. And to help the next generation find jobs in other industries, it also sponsors students from local fishing communities.

>

Science Award

In recognition of a significant contribution made to the understanding of an aspect of marine conservation or ocean health

WINNER

SANDRA BESSUDO

FOUNDER AND EXECUTIVE DIRECTOR OF FUNDACIÓN MALPELO IN COLOMBIA FOR HER EFFORTS TO SECURE A NO-FISHING ZONE AROUND THE NAVEGADOR SEAMOUNT

Who is she?

"Water is my second home," says the naturalist, environmentalist and professional diver Sandra Bessudo, who was the judges' unanimous choice for this year's Science Award. Born in Bogotá to a Belgian mother and a French father, she has dedicated much of her life to protecting the Malpelo Fauna and Flora Sanctuary, an area in the Pacific surrounding Malpelo Island and its 11 islets, 490 kilometres from the Colombian port of Buenaventura.

Tell us about Malpelo

"When I started visiting Malpelo [in 1987], I realised its great richness, but also its vulnerability," she says. "The ravages of industrial fishing and finning were terrifying." Her first major achievement was to secure its designation as a Marine Protected Area in 1995. Four years later she set up the Malpelo Foundation in order to push for an expansion of the MPA, and in 2006, UNESCO declared the sanctuary a Natural World Heritage Site. Today, it is also one of Colombia's best dive sites, thanks to the ecotourism programmes Bessudo has promoted worldwide.

More recently, her work has focused on the Navegador Seamount, a deep-sea mountain within the Yuruparí-Malpelo National Integrated Management District (DNMI). In collaboration with Colombia's National Natural Parks authority and its fisheries authority, she is working to secure a no-take zone around it to protect key species and mitigate by-catch.

Below left: Sandra Bessudo, founder of the Malpelo Foundation, which is working on a 20 x 20nm no-take zone around a vital ecosystem for critically endangered species

PHOTOGRAPHY: ROLEX/CAMILO DIAZ

“PROTECTING THE OCEANS AND THE BIODIVERSITY THEY HARBOUR IS MY MISSION”

Why is this important?
Seamounts tend to be centres of exceptionally rich biodiversity. (The movement patterns of marine currents around them create a kind of syringe-like suction mechanism that draws nutrients from the richer, colder, deeper waters to the surface, bringing zooplankton to the surface, thus attracting fish and, by extension, predators.)

“It’s very common in Malpelo to find barracudas and schools of [all sorts of] sharks,” she says, reeling off a list of species. “Hammerhead, silky, smalltooth sand tiger and whale, as well as manta rays and turtles.” Using baited cameras during a dive to a depth of 200 metres on the seamount, they identified a school of 70 hammerheads, a critically endangered species, suggesting the seamount is a vital ecosystem for them and crucial to them not just as a hunting ground, but for the way they communicate and navigate. Despite this, however, the area remains open to fishing.

How will the no-take zone be enforced?
“The goal is to combat illegal fishing by working with the national fishing sector,” she says, “and by working with institutions to control and monitor the area, tracking industrial vessels using VMS (vessel monitoring system) and AIS (automatic identification system) devices, as well as satellites.” Ultimately, however, it depends on cooperation between policymakers and fishers.

But she is optimistic. “Artisanal fishers are now more aware of the need for healthy ecosystems,” she continues. “We’ve been working with them on that. We fund projects to support them and can pay those who support us by giving us information.”

So it’s not yet an exclusion zone?
Not quite. The Malpelo Fauna and Flora Sanctuary is fully protected, but the Yuruparí-Malpelo National Park requires a management plan for a 20- x 20-nautical-mile no-take zone around Mount Navegador, “which we are working on,” she says. However, thanks to the Malpelo Foundation and Bessudo’s leadership, and in light of her distinguished record working with legislators at all levels (she was an adviser to the former Colombian President, Juan Manuel Santos), the signs are promising, and opposition is expected to be minimal. Certainly, there is no doubting her conviction. “Protecting the oceans and the biodiversity they harbour is my mission.”

>

Ocean Education Award

For an individual, group or organisation that has made outstanding contributions to educating others about marine science or conservation

WINNER

ENCOUNTER EDU

LONDON

Who's behind it?
Originally a teacher of citizenship, PSHE (personal, social, health and economic education) and history at a community school in Essex, Jamie Buchanan-Dunlop founded Encounter Edu to raise global awareness and develop new ways to connect young people with their changing world.

What is its mission?
To make education "relevant, fun and important", with classroom encounters with amazing people and places. "While our virtual live lessons are our flagship programme, everything we do is about connecting the classroom with the world," he says.

And how does it do that?
"We take important global topics and [make them] accessible by creating bespoke education programmes to engage and inspire students through a combination of live video-links, classroom resources, videos and VR content," he says. "We've worked with projects from the Arctic to coral reefs; connecting children directly to explorers and scientists can transform education both inside and outside the classroom."

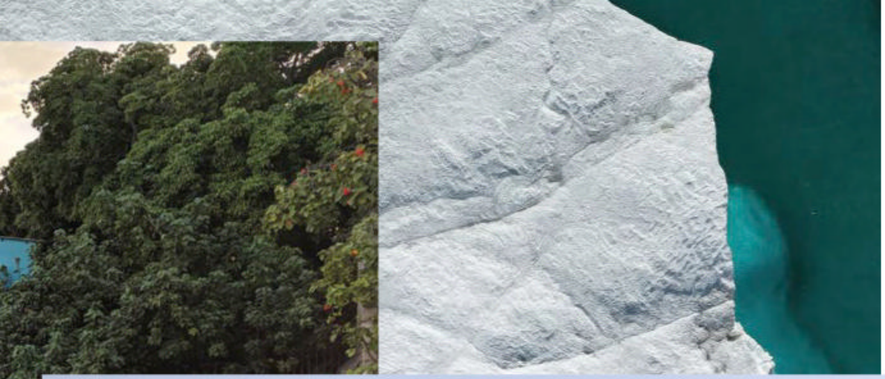
That sounds like a big undertaking
It is. Its programmes are developed with more than 100 researchers from 50-plus institutions and initiatives, among them the Catlin Arctic Survey, Common Seas, Ocean Census and the Convex Seascape Survey.

Encounter Edu has created one of the largest libraries of ocean education resources, spanning 177 curriculum-aligned lessons, as well as teacher training. It has also worked to embed ocean literacy in the National Curriculum in England.

How far is its reach?
"Very far! To date we've reached more than 18.5 million students in 80 countries, both at primary and secondary level." And in co-authoring UNESCO's Blue Curriculum Toolkit, Encounter Edu is influencing global marine education policy.

What's your endgame?
"We want every child to have access to a high-quality ocean education, which means supporting teachers with resources, training, and opportunities, as well as working with curriculum-makers," Buchanan-Dunlop explains. "We've made a good start, but it's vital that we work to create new generations of ocean-literate advocates, who can tackle the challenges of climate change, biodiversity loss and pollution. So, a small ambition!"

Right: Jamie Buchanan-Dunlop, founder of Encounter Edu, which connects scientists and explorers all over the globe with students in classrooms



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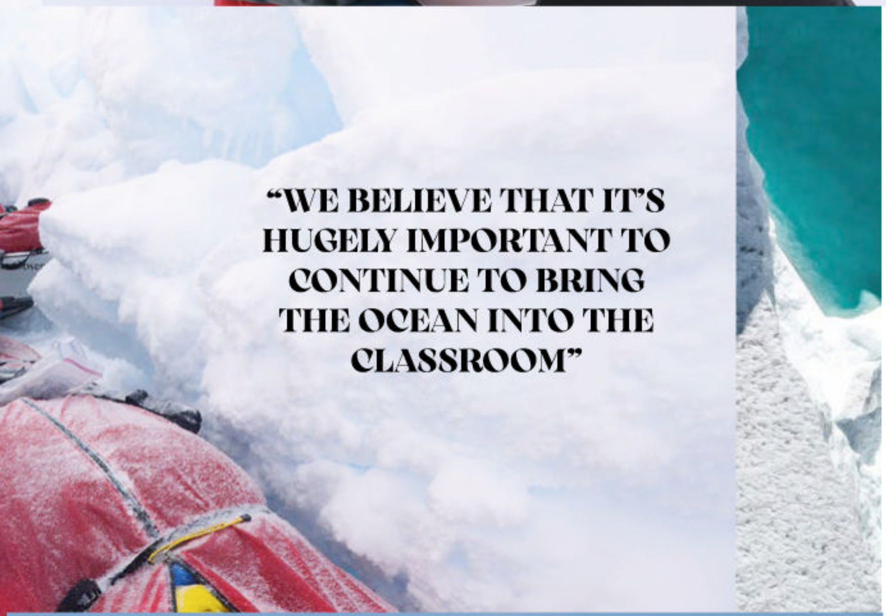


“WE BELIEVE THAT IT’S HUGELY IMPORTANT TO CONTINUE TO BRING THE OCEAN INTO THE CLASSROOM”

Encounter Edu
JAMIE
OCEANS EDUCATION

PHOTOGRAPHY: ENCOUNTER EDU; ANNIE SPRATT ON UNSPLASH; MARTIN HARTLEY

RUNNER-UP

YOUNG ENVIRONMENTALISTS PROGRAMME TRUST

For Ocean Literacy in Curriculum in Mumbai

Who’s behind it?

Elsie Gabriel, an environmentalist and HSA USA-certified diver based in Mumbai, was inspired to set up the Young Environmentalists Programme after “powerful cyclonic rains and floods struck” the city in 2005, damaging its infrastructure.

What is it?

It’s an NGO whose mission is to educate young adults and students about climate change and ocean conservation, not just in coastal regions, but inland as well. Aimed both at students and teachers, its education programmes, notably Ocean Literacy in Curriculum, blend science with local knowledge, offering experiences in the field as well as online.

What is it doing to raise awareness in schools?

Over the past two decades, its remit has grown exponentially, not least in its efforts to promote knowledge of the oceans and the dangers they face. “We’ve worked in several schools in Mumbai, where [despite it being a coastal city] many students have never seen the ocean,” says Gabriel. “By bringing the ocean into classrooms, we’re inspiring the next generation of ocean stewards.”

Among its signal achievements in 2024 was the publication of its Ocean Literacy Book. Endorsed by the government of Maharashtra, it is now part of the curriculum in its schools, ensuring pupils and students from diverse communities are taught about the issues facing the oceans.

But it speaks to adults too

“I also work with citizen scientists like scuba divers and surfers in small island communities such as Lakshadweep, Havelock, Sri Lanka, the Philippines, Kerala, Goa and the Maldives, empowering them to become ocean literacy ambassadors,” she says. “They intimately understand their marine biodiversity backyard so can play a crucial role in conservation by documenting changes, advocating for sustainable practices and engaging local communities in protecting their waters.”

It also focuses on raising awareness of career opportunities for women in marine conservation, and it has a programme that teaches people with disabilities to dive and trains able-bodied divers to rescue those with special needs during ocean disasters, inland floods and tsunamis.

>

Judges' Special Award for Social Impact

WINNER

SEAWEED SOCIAL BUSINESS

FOR ENCOURAGING THE COMMERCIAL CULTIVATION OF CAULERPA ON LAND IN SATUN, THAILAND

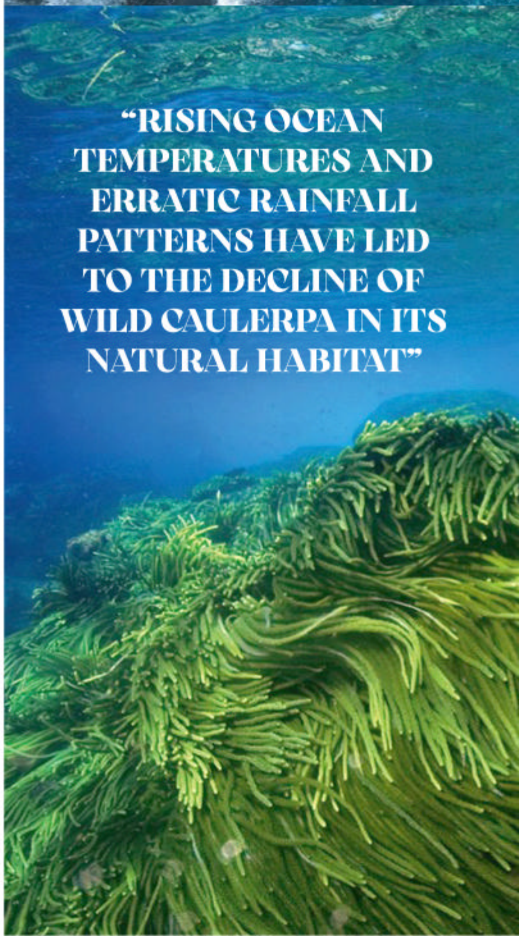
Is seaweed farming a growing commercial activity in Thailand?
Local fishers and farmers are increasingly cultivating it as a means of generating year-round income.

So what makes this project worthy of an award?
This is a social enterprise, a community-driven model that promotes the cultivation of Caulerpa, a genus of edible seaweed rich in antioxidants that is now used in the treatment of a number of health conditions, including some cancers. As such it both creates employment opportunities for women from low-income households and deters the harvesting of once-abundant wild Caulerpa, which has been declining in its natural habitat.

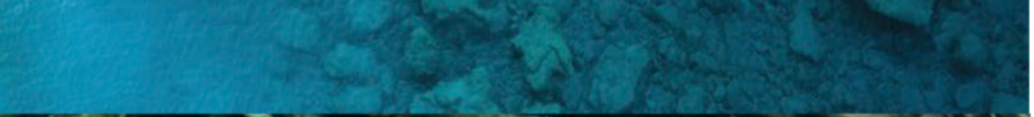
Who's behind it?
It's an initiative from the Yunus Foundation, a non-profit organisation co-founded by Muhammad Yunus, a pioneer of the microfinance and social business movement (and winner of the Nobel Peace Prize) and the man who set up Grameen Bank.

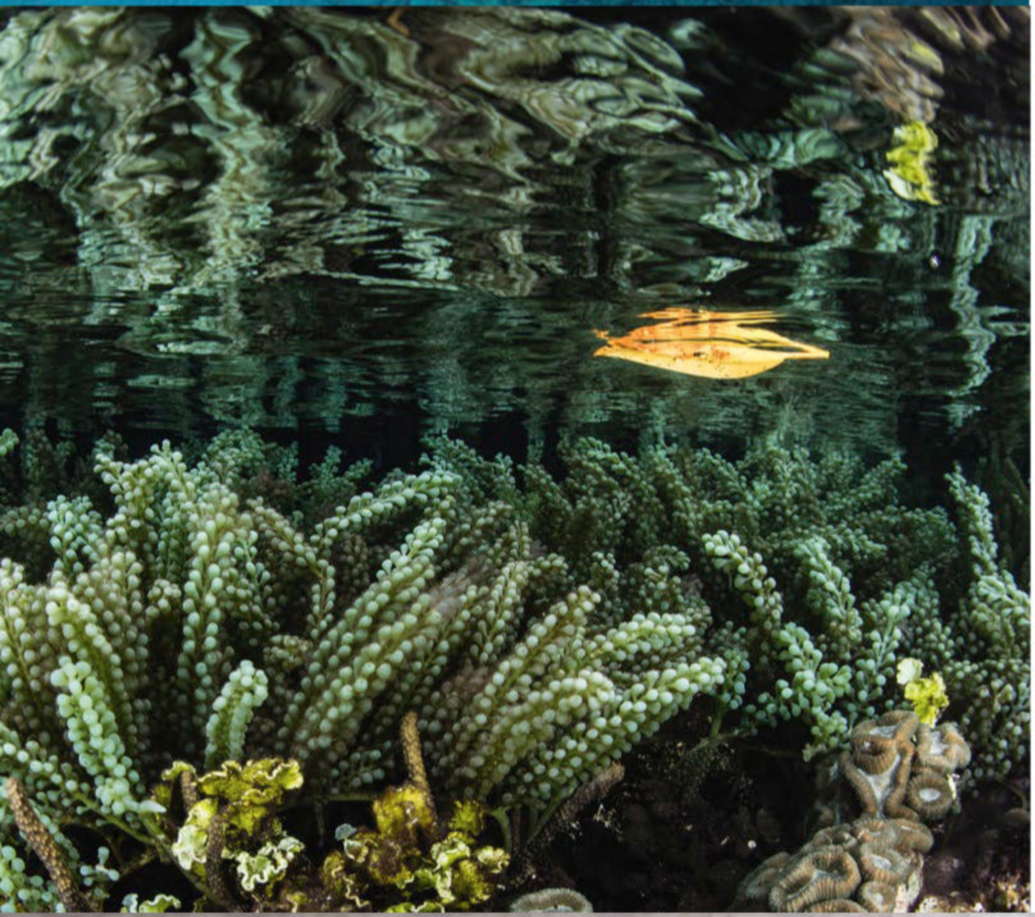
And what is its aim?
Its main mission, says Cassandra Dewi Sariganon, the Yunus Foundation's Seaweed Social Business lead, "is to create a sustainable social business that helps reduce poverty in coastal communities. We've partnered with women entrepreneurs, providing them with training in seaweed cultivation, marketing and sales. We also help them access government funds and resources to grow their businesses. The key is that we're giving them a way to adapt to climate challenges and support their families, all while boosting the local economy sustainably."

So it benefits the communities it engages with
"The women we work with are seeing some amazing changes in their lives," she says. "One of the biggest is being able to earn passive income from seaweed farming, especially when traditional fishing isn't possible due to weather changes." For example? "During heavy rainfall, they were still able to cultivate seaweed right outside their house, earning 200 baht [about £4.50] per kilogram." Some communities are "getting creative with the seaweed too and, with our support, developing seaweed fish crackers, which have become a local hit and help them to sustain their income" during the off-peak season for tourism.



"RISING OCEAN TEMPERATURES AND ERRATIC RAINFALL PATTERNS HAVE LED TO THE DECLINE OF WILD CAULERPA IN ITS NATURAL HABITAT"





But what's in it for the oceans?

Unlike most commercial seaweed farming, "the cultivation of Caulerpa in this project takes place on land, through a controlled system that eliminates the need for traditional ocean-based seaweed farming." This approach is essential for several reasons, she stresses. First, "rising ocean temperatures and erratic rainfall patterns have led to the decline of [wild] Caulerpa in its natural habitat." And second, "coastal pollution, driven by improper environmental practices and the impact of chemical jellyfish farms, has compromised water quality. Furthermore," she continues, "the Caulerpa that once grew along canals has become increasingly scarce, making this initiative crucial for the preservation of biodiversity."

Is there potential to roll out the project elsewhere?

There is. "Collaborations with researchers from the Scottish Association for Marine Science, Kasetsart University, Prince of Songkla University, and our funder, Global Seaweed Coalition," are already in place, the better to address "interconnected challenges and work towards restoring both the ocean's health and the economic resilience of coastal communities."□

The Seaweed Social Business project is an initiative from the Yunus Foundation, set up by Bangladeshi economist, businessman and politician Muhammad Yunus

PHOTOGRAPHY: FATIMA TUJ JOHORA/BLOOMBERG VIA GETTY IMAGES; GETTY IMAGES; ARTESUB/ALAMY STOCK PHOTO

THE JUDGES

Georgie Ainslie
Entrepreneur and sports broadcaster
Charles Clover
Co-founder, Blue Marine Foundation
Madelaine L. Emberson
Director of social impact,
Navigatr Group
Hugh Fearnley-Whittingstall
Writer, broadcaster and campaigner
Aino-Leena Grapin
CEO, Winch Design
Nina Jensen
CEO, REV Ocean
Peter Lürssen
CEO, Lürssen
Frederikke Magnussen
Co-founder, A Plastic Planet
Lucy Woodall
Principal scientist, Nekton

Co-chairs: Sacha Bonsor
Editor-at-large,
BOAT International
Oliver Steeds OBE
Chief executive and founder, Nekton

BOAT
NEKTON
KENSINGTON YACHTS

PHOTOGRAPHY **JOSH CZACHUR/BREED MEDIA**

Asia's owners took delivery in May 2024 and enjoyed their yacht for the entire summer season in the Med

BIG FUN, *SMALL* IMPACT

How do you live large on a superyacht and minimise your footprint? The owners of Asia *and their trusted team made it happen with style.* Cecile Gauert *reports from the Bahamas*

The boat's name is *Asia*. It has a karaoke stage, a design by Sinot Yacht Architecture & Design – a studio known for its elegant and restrained interiors – and plans to travel to Japan. If you were to fit these pieces together and place the yacht in the hands of owners from the Far East, you'd be wrong.

The new 61-metre from the Royal Hakvoort Shipyard (its honorific bestowed in 2020 for a century of service) belongs to a fun-loving American couple with lots of experience with boating. And that is evident as you step on board: the ergonomics, the style, the comfort, the touches of Hollywood glam, the engine room, the sinuous Radio Zeeland dash on the bridge (a petrolhead would certainly appreciate) and the approach to service – more casual and convivial with the crew than is typical on superyachts. It all points to the US, even if the yard, designer and naval architect all hail from the Netherlands.

Despite love affairs with boats of all sorts, many of which were built in the US (by Viking and Valhalla particularly), *Asia* is this experienced couple's first large new custom-built yacht.

Even with previous experience buying, refitting and running boats and yachts (a classic Feadship joined the fleet at some stage and is now on the market) and outfitting homes, building a 1,268GT yacht can be a daunting task. So where did they start?

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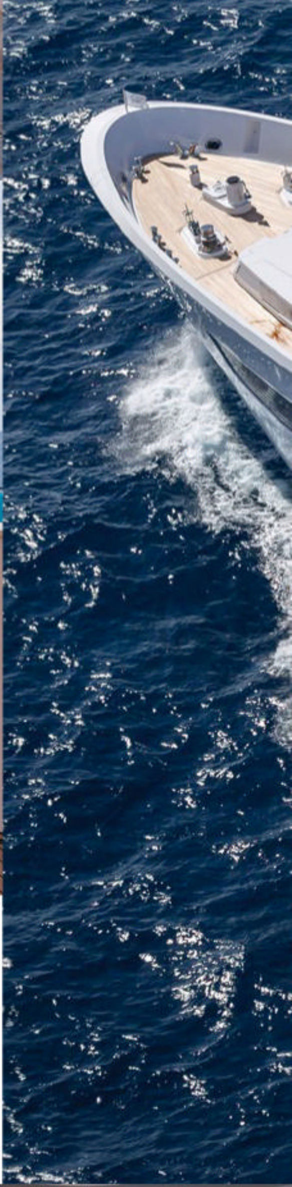


Entertainment is front and centre on this yacht, with a lovely bar on the main deck, formal dining inside and out and a resort-like sundeck. Much glass covers the superstructure, about 220m² to be exact, making for a light, bright interior. Above: water in the glass-sided spa pool is warmed with regenerative heat. Sunbrella supplied all outdoor fabrics. The blue stripes are a signature pattern for these owners

"We worked with Moran Yacht & Ship, Robert and Sean [Moran]," the gentleman says as we chat on the aft deck of *Asia* during a stopover in Paradise Island, Bahamas. "Robert has been a friend and trusted advisor and we've known each other for quite a few years, so we rely on him a lot." By we, he means himself and his wife, who was equally influential and took on the interior design, working with Paul Costerus of Sinot closely on the material selection.

A Northern European-quality build was always on the cards and the last visit on the list, by virtue of scheduling, happened to be the family-owned Hakvoort. Like the yard itself, a small facility on the outskirts of a 16th-century fishing village founded by monks, the meeting was low-key.

"We sat with Albert and Klaas [Hakvoort, the fourth generation of boatbuilders behind the brand] in a small conference room just before we left," she recalls. Whatever they discussed and however they interacted during that meeting, it felt right. In May 2019, they shook hands on a deal.

"We had seen *Top Five II* and *Just J's* [two previous Royal Hakvoort yachts of identical length]," he says. These were projects Moran Yacht & Ship also sold and managed.

The yard is limited in the size and timing of deliveries, with just two sheds, the largest of which accommodates a length of up to 65 metres, but it delivers a hands-on and personal approach.

"They don't have a huge amount of overhead," Sean Moran says of the Royal Hakvoort Shipyard, "yet use many of the same

LIGHTEN UP

Unless you travel by sail and never use the engines, there is no way to be truly "green" on a boat. But a multi-pronged approach, such as the one applied on *Asia*, can help make a motor yacht more environmentally friendly, even while using conventional diesel.

Start with naval architecture: a good hull with bulbous bow is more efficient and can save a significant amount of fuel over a season.

-

A hybrid system, such as a PTI/PTO, allows for limited cruising using only part of the propulsion system (with generators or engines offline) and uses less diesel in the long run.

-

A dynamic positioning system protects the seafloor by avoiding the use of an anchor.

-

A heat recovery system captures the heat generated by the machinery and it can be reused to heat spa pools, for example.

-

Heavy-duty scrubbers in conjunction with selective catalytic reduction systems remove noxious particles from exhaust streams.

-

"A peak load-levelling – aka peak shaving – system helps smooth out the power production curve," Sean Moran explains, which adjusts the power demand to precise needs and helps extend the life of generators.

-

A condensation collecting system recycles water generated by HVAC, which can be treated and stored in the deck wash tank, reducing demands on the watermaker (and the power required to run it).

-

Finally, most modern engines are certified for HVO fuel, which is less polluting than regular diesel.

>

THE SINOT TOUCH IS OBVIOUS IN THE DELICATE BALANCE OF SUBTLE MATERIALS AND A DECEIVING APPEARANCE OF SIMPLICITY

subcontractors" that the bigger builders use for what they do not make in-house (which is to say electronics, electric and engine components, plus doors and windows). They have a superb interior department a few minutes from town where they build precise mock-ups and furniture.

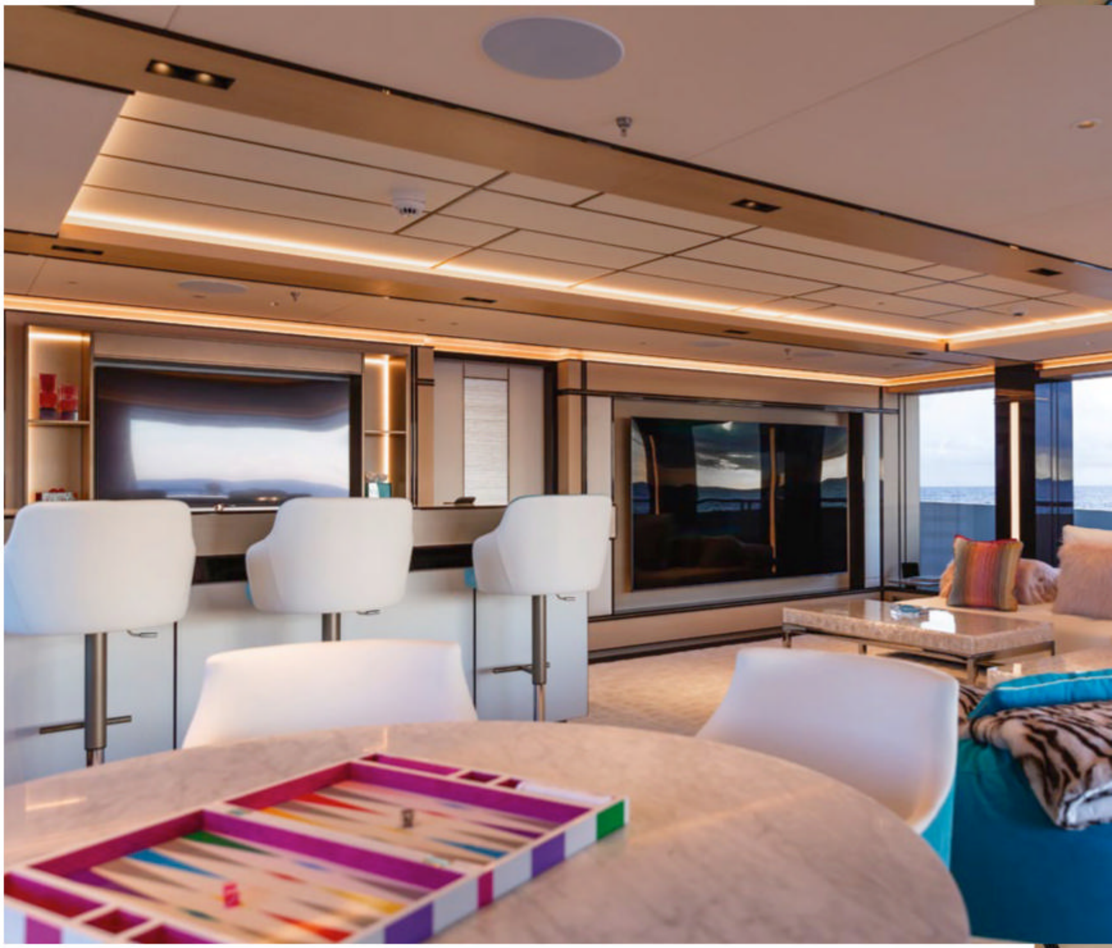
With the yard chosen, a solid build team came together. The players knew each other well: Robert and Sean Moran, their on-site representative Justin de Chalain, joined later in the build by the owners' long-time captain, Jordon Weinmeier, plus Sinot and Diana Yacht Design, Hakvoort's long-time collaborators (they've done the naval architecture on 90 per cent of the yard's projects).

"We did our usual process," Sean Moran says, explaining that they got involved in the nitty-gritty of the specifications at the front end as the firm tends to do and have kept in touch throughout the build and with the crew on the yacht management side.

On the technical side, *Asia* shares features with many of Moran's larger projects (including 122-metre *Kismet*), such as PTI/PTO (power take in/power take out) functions on the variable speed shaft generators, peak shaving for stable electric delivery, heat recovery and condensation-collection systems. It's an extensive package.

"The vessel has not specifically been built as an eco-boat, but the owners do care about the

Below: the upper deck saloon lies on the owners' deck, one level up from the main deck and its saloon and dining area (opposite page). In both spaces, the ziricote wood mullions feature integrated lights



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Opposite page: Sinot designed and Preciosa realised the structure of glass balls and metal rising through three decks

The owners' apartment on its own dedicated deck includes a hair salon with a white onyx counter. Its textured walls mimic the silk carpet by Willard Custom Carpets in the bedroom area, which enjoys vast forward-facing views. Just outside is a private breakfast nook and spa pool (below)

environment, and for this reason at their request we have implemented solutions that do have a quantifiable reduction in emissions," says Klaas Hakvoort.

All solutions that can be applied to a conventional motor yacht – using diesel as its primary power source – to reduce its footprint, have been implemented on *Asia*, from naval architecture to more technological solutions.

"In order to reduce fuel consumption, the vessel has been fitted with a bulbous bow. The effect on fuel consumption varies from five to 11 per cent reduction depending on the sailing speed," Hakvoort says.

"All generators have SCR systems and Xeamos soot filters and the exhaust lines go up to the mast, which prevents oil spills on the water. Also helpful towards this end are electric motors. At the same time, running on the electrical motors (from the PTI/PTO) at slow speed allows you to run the vessel extremely efficiently and quietly," Hakvoort adds.

Hakvoort further explains the set-up. "We have three main generators and besides these, *Asia* has a 64kW battery bank. This battery bank is used to ensure that the main generators are always running in their ideal power range." If the power load on the generators is too low, the battery bank will be used to increase the load. When the load is too high, the battery bank will be used to lower it.

The boosted battery power allows the captain to manoeuvre without firing the main engines and suffices to supply the onboard electric demand when the yacht has just crew on board. It also can, with the Dynamic Positioning engaged, keep the yacht right in its spot, the captain says.

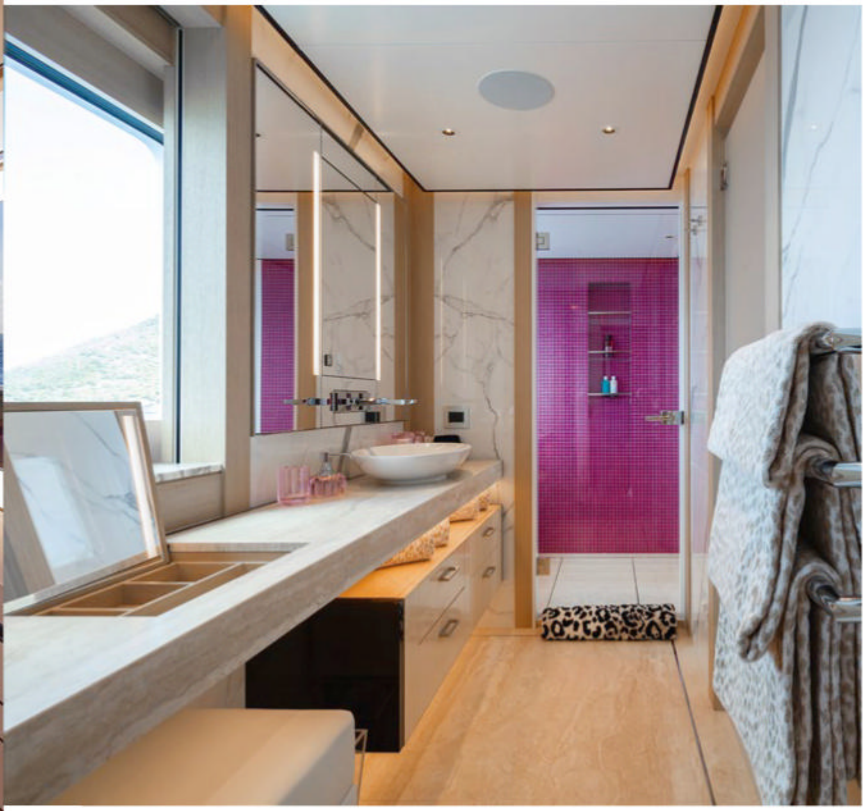
This is all housed in an engine room that the engineer maintains in an immaculate state and oversees from the comfort of a well-insulated control room.

"Good insulation is something the yard takes pride in," the captain says as I remark that the sound of the running generator is barely perceptible. "I can't hear the engines running from inside," he says, having had plenty of opportunity to navigate in all sea conditions.

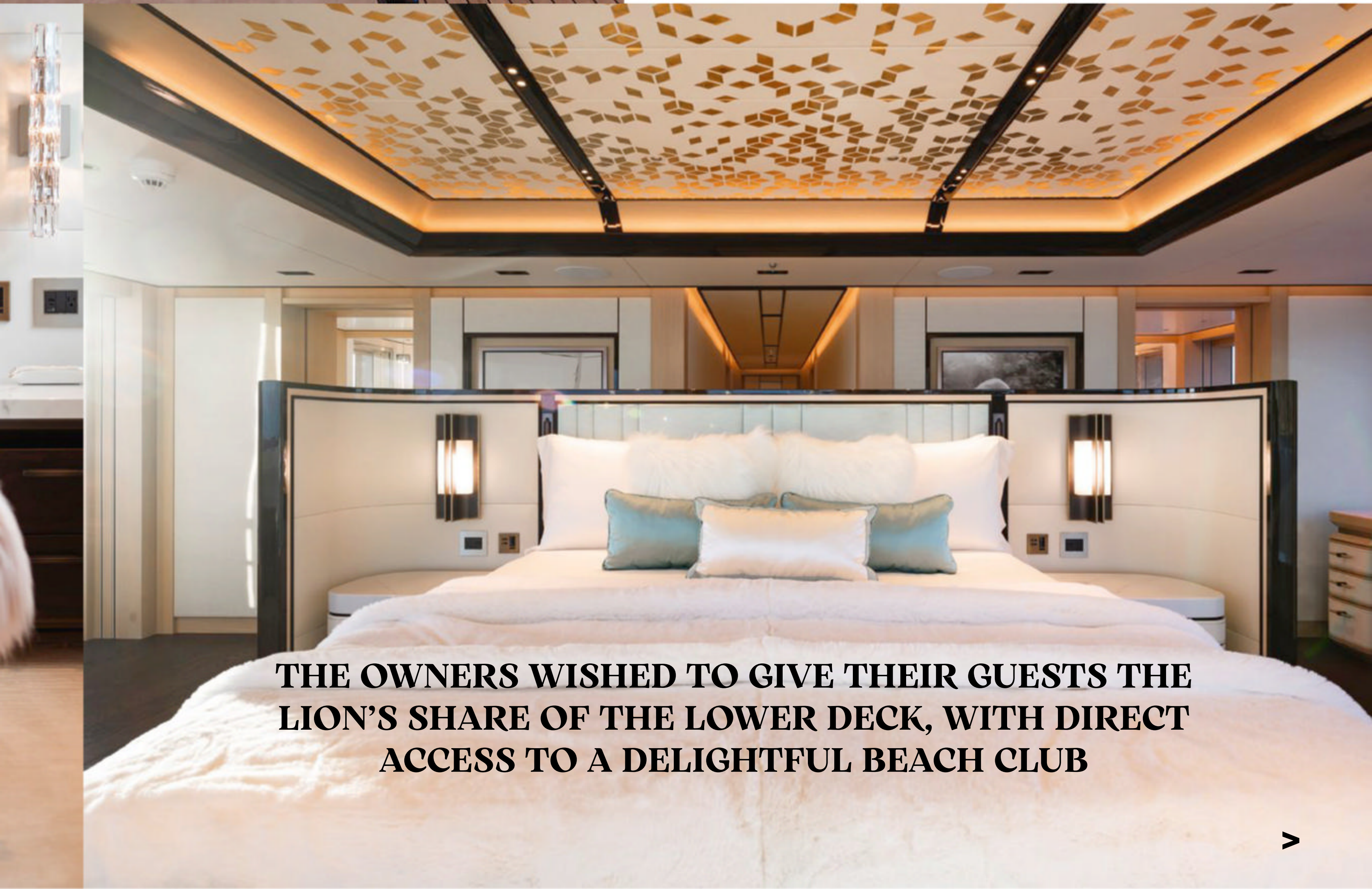
A full-displacement hull with a fine entry, *Asia* has a cruising speed of 12 knots but she's reached speeds up to 14.9 knots. She is particularly efficient at around 10 knots when she gets a 5,000-nautical-mile range.

"We always try to achieve a little bit more, because it's what makes people happy," Hans-Maarten Bais, Diana Yacht Design's creative director and naval architect, says of the extra speed at full power. But range is the priority. The Maldives, Japan, Alaska and the Sea of Cortez are on the hit list.

What's most unusual about the engine room, however, may be its location. It's a bit forward of midship. This stems from the owners' wishes to give their guests the lion's share of the lower deck, with direct access to a delightful beach



Bright colours distinctively adorn each guest cabin, like the "pink glitter glass" above. In addition to the owners' cabin (below), a VIP suite on the main deck stretches full beam (opposite page)



THE OWNERS WISHED TO GIVE THEIR GUESTS THE LION'S SHARE OF THE LOWER DECK, WITH DIRECT ACCESS TO A DELIGHTFUL BEACH CLUB

>

Wellness is a big part of life on board. A well-equipped gym lies on the bridge deck aft, and the beach club has a spa section with a sauna, massage room and spa shower

club that includes a bar, sauna, terraces and a large swim platform.

From the exterior, one feature that stands out is the amount of glass. "I wanted a lot of light," the owner says but given the volume, he admits, "I was a little concerned about the exterior design." Concerns did not last – they were both over the moon when they stepped on board, so much so, that they stayed for four months straight after taking delivery in May 2024 and spent the entire winter on board again.

Costerus says his team spent quite a bit of time finessing the lines. "[The owners] told me they wanted a timeless design, not overly modern, a little bit sporty, but not too extreme, not too architectural," he says. "They also wanted to have quite a bit of interior – to get the profile in balance on 60 metres of length, with the demand of the interior volume was the biggest challenge. I think the result looks quite nice."

The glass by Het Anker Shipwindows, Hakvoort says, is around 220 square metres in total and weighs around 15 tonnes. It is technically challenging for sure, but also design-wise, this amount of glass can create an unpleasant sharpness or dark void.

"We placed a lot of effort on the side profile," Costerus says. You have these lines that go up and down forward, so the curvature of those lines is very delicate. We must have modelled it 20 times before we got that right and still, we needed to somehow make the deck aft thinner." That's where the grey colour on top of the high bulwarks (which the owners requested to enhance safety) comes in. "From the profile view, that somehow makes things visually finer."

Aside from the large glass-sided spa pool on the top deck (containing 6,600 litres of water warmed using the heat-regenerator system), a smaller one is on the private terrace forward of the owners' suite, matched in its shape and footprint by a delightfully retro breakfast nook where the owners enjoy complete privacy.

The owners' suite includes a marvellous hair salon with textured walls painted white, stone worktops and pink chairs – her touch but a space much appreciated by the husband as well, the captain says.

A lift connects the decks, but the central stairs are wide and offered an opportunity to make a statement. A column holding glass globes rises from the bottom to the top. It was done by Preciosa and is painstakingly stabilised with rods.

The Sinot touch is obvious in the delicate balance of materials and a deceiving appearance of simplicity – look closely, and you'll discover how intricate details form part of every door, frame, column, wall and piece of furniture – but as Costerus says, "we design for our clients." And these clients, who live on both US coasts and enjoy warm weather, love bright colours.

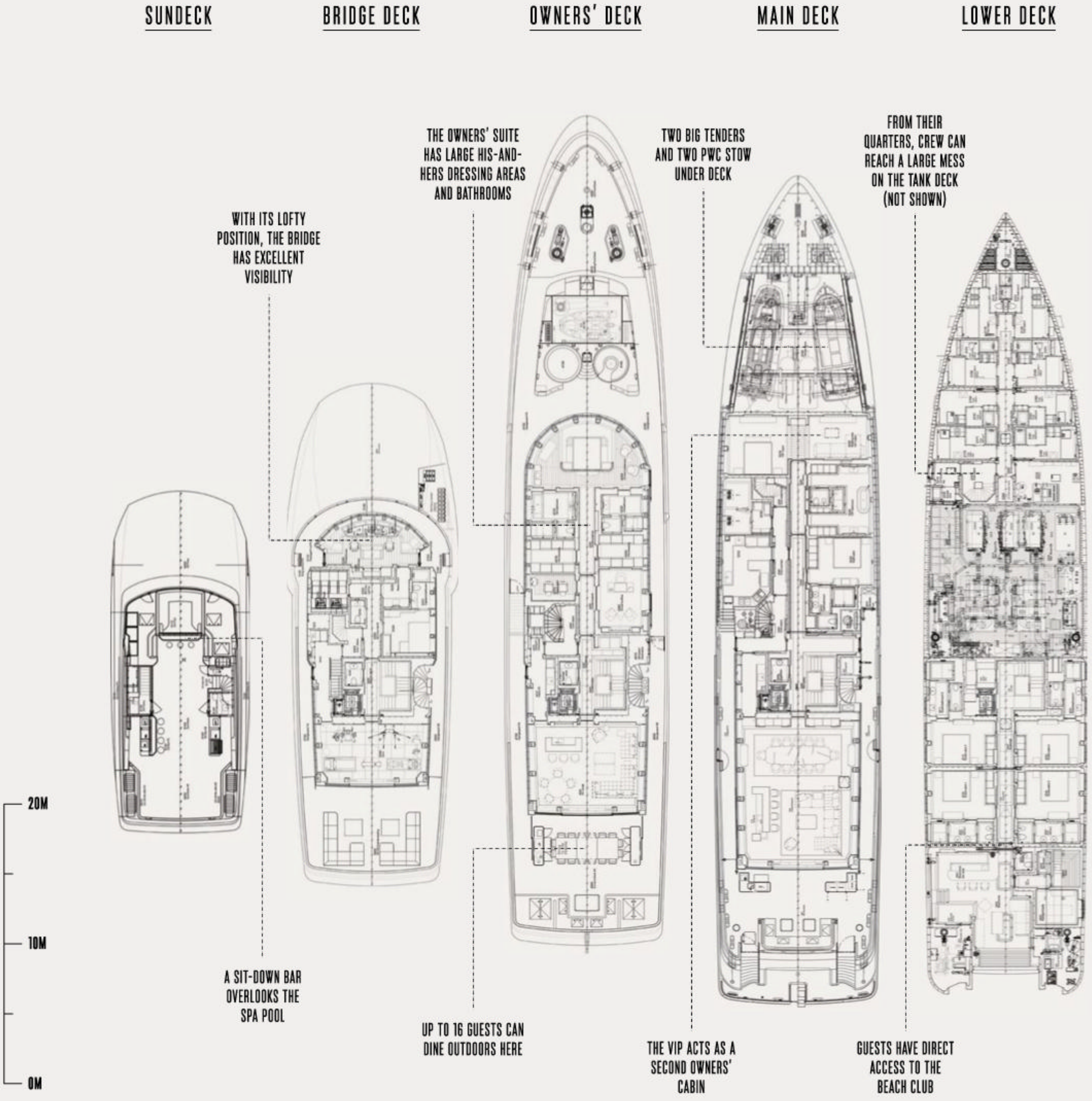
Each of the bedrooms has a bright colour represented in the fabrics and the tiles of the bathrooms. "It gives the boat a lot of personality I must say. You can't imagine how many rounds we had to select exactly the right shade of pink, blue or green," says Costerus, who enjoyed the challenge. "The hot pink tile with the pearl effect [for one of the bathrooms] came from a supplier of [the owner]. With the materials too, we had to go beyond our comfort zone. We needed to step out and reach out beyond what we normally do. It pushes you to rethink things," he says.

The lady is over the moon with the results. "Compared to the rendering, it was very true to life," she says.

Completing the yacht's many offerings are several bars, multiple well-hidden television sets and that karaoke kit for the beach club. There's also a well-stocked garage (with two spectacular tenders, one a beachlander and another a limo for shore excursions). It is all pitched to create experiences that will remain in the memories of the owners and their guests. It's design that works – in any language. ◻

ASIA

ROYAL HAKVOORT SHIPYARD



SUNDECK

BRIDGE DECK

OWNERS' DECK

MAIN DECK

LOWER DECK

WITH ITS LOFTY POSITION, THE BRIDGE HAS EXCELLENT VISIBILITY

THE OWNERS' SUITE HAS LARGE HIS-AND-HERS DRESSING AREAS AND BATHROOMS

TWO BIG TENDERS AND TWO PWC STOW UNDER DECK

FROM THEIR QUARTERS, CREW CAN REACH A LARGE MESS ON THE TANK DECK (NOT SHOWN)

A SIT-DOWN BAR OVERLOOKS THE SPA POOL

UP TO 16 GUESTS CAN DINE OUTDOORS HERE

THE VIP ACTS AS A SECOND OWNERS' CABIN

GUESTS HAVE DIRECT ACCESS TO THE BEACH CLUB

LOA 61M
LWL 53.2M
BEAM 11.6M
DRAUGHT 13.47M
GROSS TONNAGE 1,268GT
ENGINES 2 X 1,350KW CATERPILLAR 3512E HD

GENERATORS 3 X CATERPILLAR C9.3; 1 X CATERPILLAR C7.1
STABILISERS NAIAD DYNAMICS
SPEED (MAX/CRUISE) 14.7/11.9 KNOTS
RANGE AT 11.9 KNOTS 3,812NM
FUEL CAPACITY 130,000 LITRES
FRESHWATER CAPACITY 20,000 LITRES

TENDERS 8.1M XTENDERS LIMO; 8.3M XTENDERS BEACHLANDER; 3.9M SURVITEC RESCUE
OWNERS/GUESTS 12
CREW 18
CONSTRUCTION STEEL HULL; ALUMINIUM SUPERSTRUCTURE

CLASSIFICATION
LLOYD'S ✠100A1 S.S.C. YACHT MONO G6 [✠] LMC UMS SCM
NAVAL ARCHITECTURE
DIANA YACHT DESIGN
EXTERIOR AND INTERIOR DESIGN
SINOT YACHT ARCHITECTURE & DESIGN

BUILDER/YEAR
ROYAL HAKVOORT SHIPYARD/2024
MONNICKENDAM, THE NETHERLANDS
+31 (0) 299 651403
INFO@HAKVOORT.COM
HAKVOORT.COM

4

THE NUMBER OF PROJECTS EXCEEDING 60 METRES AND 1,000GT DELIVERED BY ROYAL HAKVOORT TO DATE

32
12
K2
2d
HIS TWO ENDEAVOURS
Mr. T. O. M. Sopwith at the wheel of No. 2 watches No. 1 coming up astern.
WE VISIT
THE CHANCELLO
MR. SOPWITH'S
BILBAO'S CHIL
DUKE OF WINDSOR'S W
FILM
16A
17

wich, Southend, Ramsgate, Dover,
bay, historic Cowes Week—the
annel" again to the enchanting waters
So it has been for 100 years. Ships c
n with them, but this old sport of sailing
leed, as the pleasures of the land be
hed and crowded, so much the more d
sea and the more do we love our boa
"Up with your anchor! Heave aw
in!" The anchor comes dripping
shackled from its cable, and both ancho
stored below—for below is the prop

PHOTOGRAPHY: KEN BEKEN OF COWES; LOOK AND LEARN/ELGAR COLLECTION/BRIDGEMAN IMAGES; BETTMANN/GETTY IMAGES; MARY EVANS PICTURE LIBRARY; JASON WELLS-STOCK.ADOBE.COM; JOHN FROST NEWSPAPERS/ALAMY STOCK PHOTO; DE LUAN/ALAMY STOCK PHOTO; TOPICAL PRESS AGENCY/GETTY IMAGES

AIR, LAND & SEA

When Marala*'s owners went in search of her 12 Metre Class sistership* Evaine*, they discovered a rich racing history centred around two great aviation rivals.* Daniel Pembrey *tells the tale*

>

S

"She should race," says the husband of a Hong Kong-based couple who just acquired *Evaine*, the almost-mythic, 12 Metre Class 1936 21-metre sailing yacht once owned by aviation tycoon Sir Richard Fairey. Her restoration is now underway at the Robbe & Berking yard in Flensburg, Germany, and it comes in the wake of the same intrepid couple purchasing *Marala*, the 59-metre Camper & Nicholsons superyacht built in 1931 and recently restored by Pendennis in Cornwall. *Marala* (formerly *Evadne*) also belonged to Fairey.

"*Marala* was the mothership for his racing activities," explains the husband. "We're still piecing together exactly how *Marala* supported *Evaine*, but reuniting them for the first time in 70-some years already feels remarkable." From her destroyer bow to her cruiser stern, this six-cabin superyacht made a worthy mothership, combining true functionality with great comfort.

Working with *Marala*'s versatile captain, Chris (Lawrie) Lawrence, the couple had previously attempted to track down *Flica*, another of Fairey's hallowed 12 Metre Rule sailing yachts – also known as Twelves. *Flica*'s whereabouts remain tantalisingly vague, however *Evaine* proved easier to locate, sitting as she was in a dim resiny-smelling shed in Kiel, not 100 kilometres from Robbe & Berking's yard.

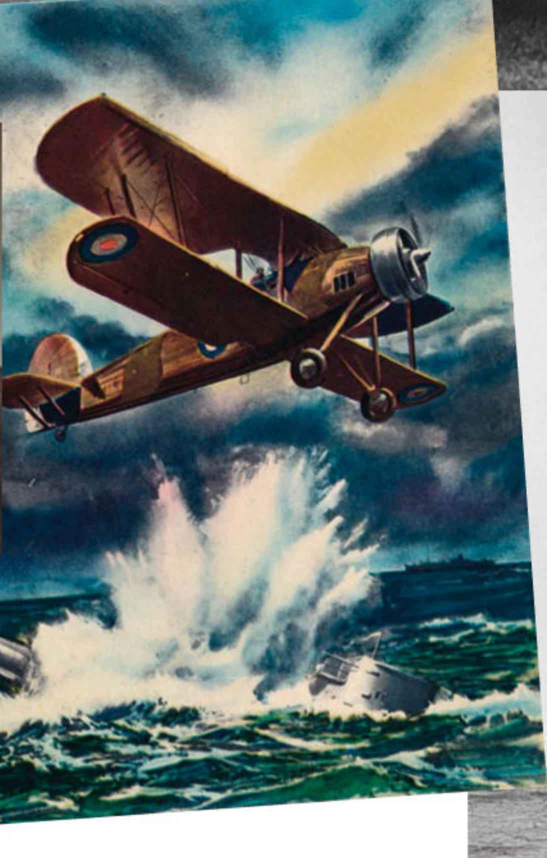
The yacht-racing scene these yachts formed part of almost a century ago was an enthralling world. It combined big characters and epic personal rivalries, yacht designers of the highest order, revered classes (both larger J Class yachts and Twelves), routinely thrilling battles out on the water in English coastal regattas, plus the fiercest, most famous contest of them all: the America's Cup. One rivalry stood apart for its sheer dynamism, however. It also involves Sir Richard Fairey, and unravelling it provides a uniquely fascinating window into this realm...

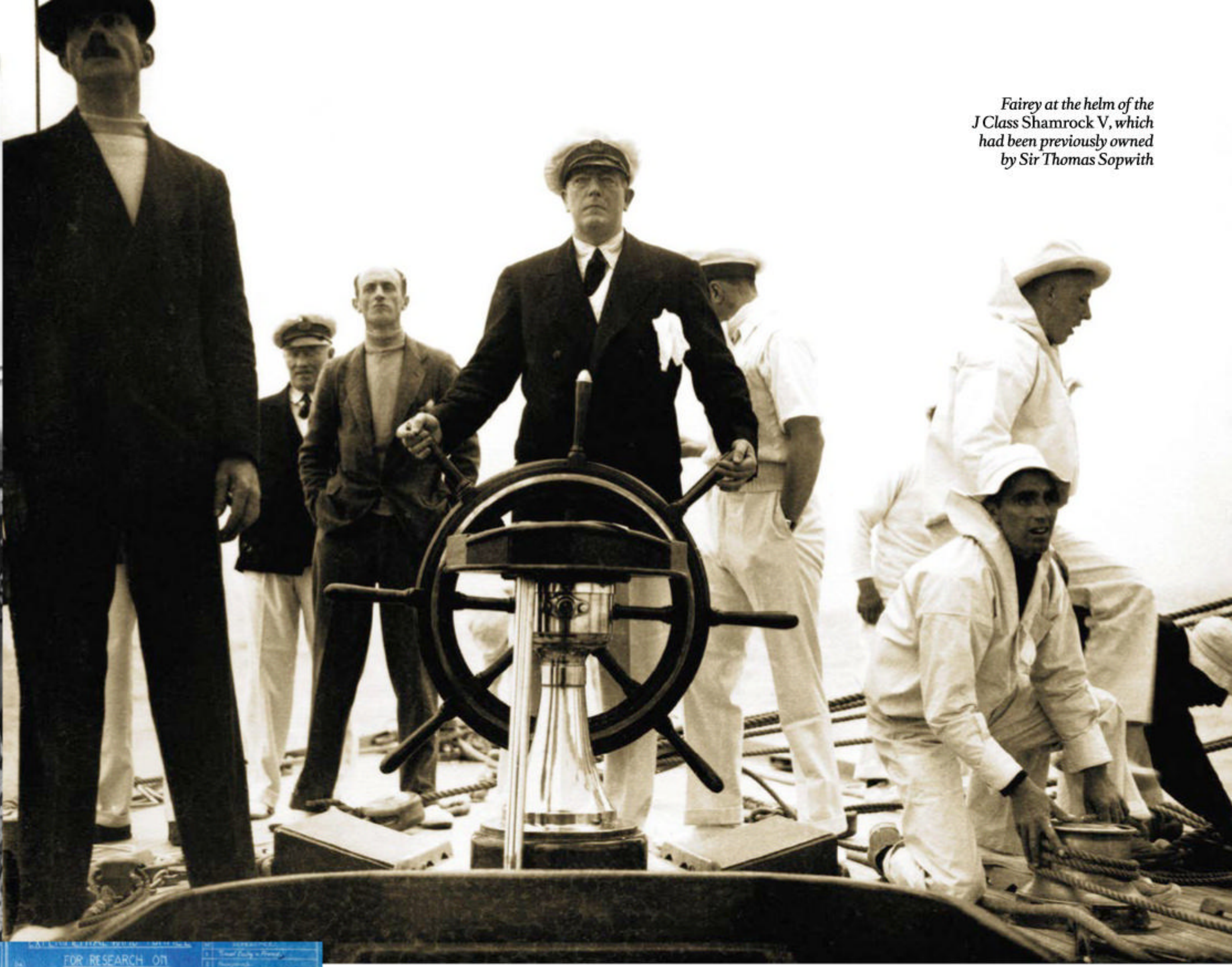
Fairey and fellow Briton Sir Thomas Sopwith were aviator rivals first, each responsible for planes proving pivotal in both world wars. Fairey built the Swordfish torpedo bomber that hit the rudder of the *Bismarck* battleship, plus the post-war Delta 2 that broke the 1,000mph speed barrier, its delta wings and drop-nose helping shape Concorde. Sopwith started out making biplanes, notably the celebrated Camel for the First World War, before leading the Hawker Siddeley group into the jump-jet era with its astonishing VTOL Harrier. Still, their rivalry was arguably greatest in the gleaming seas off the south coast of England on the tense eve of the Second World War, racing achingly beautiful Twelves, balloon jibs flying, salt air filling the nostrils and the sound of rushing water filling their ears.

On 1 July 1939, *Picture Post* (a popular British magazine back then) ran a six-page feature, *Yacht-Racing*. It brought alive the Royal Harwich Yacht Club's regatta of the day. "Watch Sopwith!" heard John Scott Hughes, the features writer, who was on board Fairey's *Evaine*. "What a slapping and hissing of spray along our slanting decks!" he marvelled. "Over and over she lists as [helmsman] Garnham gives her a few spokes of the wheel, while high overhead towers *Tomahawk*'s dazzling sail [*Tomahawk* was the name of Sopwith's own Twelve]. There is not a foot – a bare six inches – from rail to rail. How is it they don't crash together!"

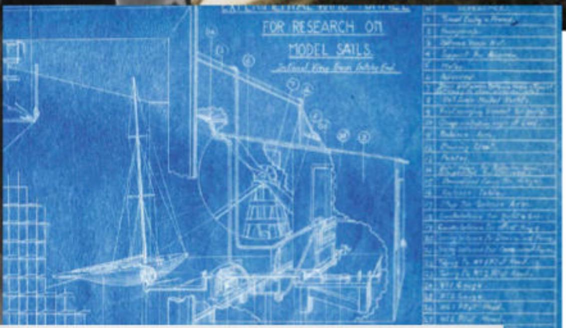
Then: "We've Got Her!" cries a photo caption. "On the starboard tack, and therefore having right of way, *Evaine* crosses ahead of her rival *Tomahawk*, whom she will now have safely under

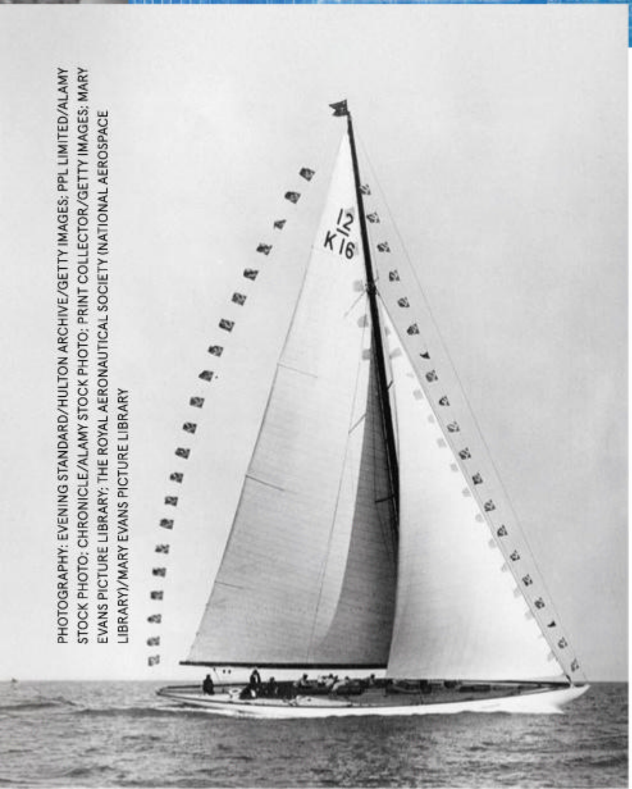
Sir Richard Fairey (right and top) was an aircraft manufacturer who built the Swordfish torpedo bomber (far right). His yacht Evadne *(below), served as a mothership to 12 Metres* Evaine *and* Flica *(opposite page, bottom)*





Fairey at the helm of the J Class Shamrock V, *which had been previously owned by Sir Thomas Sopwith*





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“AIRMEN, IT SEEMS, MAKE GOOD SEAMEN. THEY KNOW BY INSTINCT THE FEEL OF THE HELM TO THE HAND...”

her weather,” the photo caption goes on. “In the final order *Evaine* was second, and Mr T. O. M. Sopwith’s *Tomahawk* third, with Mr V. W. MacAndrew’s *Trivia* the winner. *Vim*, the American yacht, got round the course first but was disqualified.” She rounded the wrong buoy.

“Tiny” Fairey stood 201 centimetres tall and was, by all accounts, a benevolent tyrant. Quick to anger, he ruled his business affairs with an iron will that served them well. He’d come from humble origins: “I remember him saying through gritted teeth, ‘I swore I would never be poor again’,” his daughter recalled in 2017.

Fairey acquired his first Twelve, *Modesty*, in 1927. Air flows and stresses were second nature to him and he set up test facilities at his Hayes aircraft factory, exploring how reshaping the hull and rerigging her might gain speed. He used (allegedly) the world’s first low speed wind tunnel for racing yacht design, in addition to hydrodynamic tank testing. “Having drafted in the technical staff required to rebuild and maintain *Modesty*,” wrote Adrian Smith in his biography, *The Man Who Built the Swordfish*, “the fledgling helmsman acquired a crew of canny old salts and fit young yachtsmen.”

The key man remained Fairey. “Airmen, it seems, make good seamen, and particularly in the finer arts of racing,” observed *Yachting World* magazine in November 1933. It deemed both aviators suitable for contesting the America’s Cup. “They know by instinct the feel of the helm to the hand; they readily realise the effect of the wind on the sails, and their minds react to the sensitive observation of the trim of the sheets.”

The America’s Cup would frustrate both airmen, but that didn’t stop Fairey from continually refining his Twelves. He commissioned state-of-the-art *Flica* from Charles Nicholson in 1929 and she dominated British and European 12 Metre racing from 1931 until the rule rating changed in 1933. *Yachting World* reported that not only was *Flica* the best of

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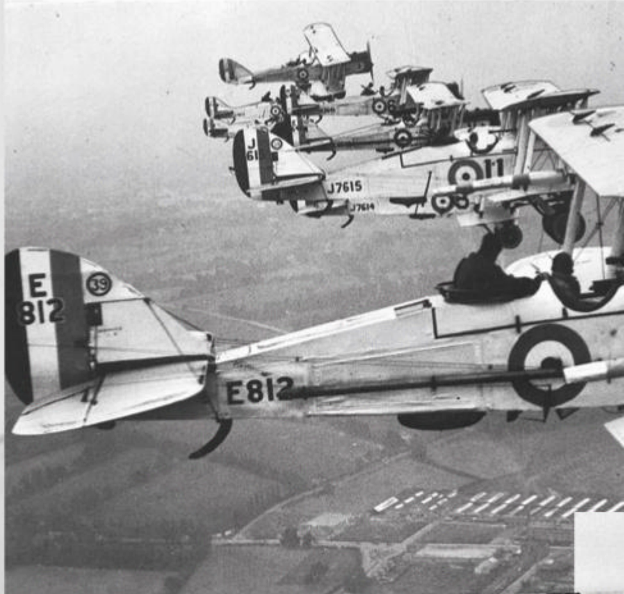
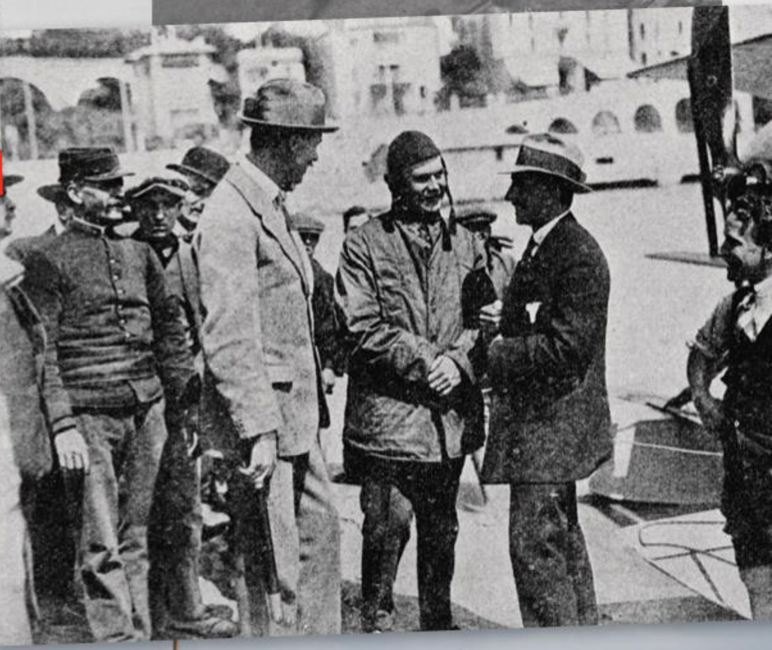


PICTURE
POST
BOLTON'S NATIONAL WEEKLY
BLACKPOOL
3D



Sir Thomas Sopwith (top left) was a pioneer of the British aviation scene, creating the Tabloid seaplane, winner of the Schneider Trophy in Monaco in 1914 (right), and the Camel biplane (top right). Above: the July 1, 1939 issue of Picture Post covered a regatta where Fairey and Sopwith raced. Below: Sopwith's Camper & Nicholsons Philante, now Norge

the Twelves, but also Fairey was now Britain's best helmsman. Still he wasn't satisfied. Daily wind tunnel tests resulted in revisions to sail settings. Duralumin used in Fairey planes inspired lighter, sturdier spars. A quadrilateral jib counted among other innovations. Along the way, he found time to race in the Baltic, winning the Norwegian royal family's Jubileums Regatta, using his superyacht *Evadne* as mothership.

Fairey bought *Evaine* from Charles Nicholson in 1936; there was just enough time to complete her for that year's season. The yacht, named after the sister of Lancelot's mother, Elaine, in Arthurian legend, was simply beautiful. Mahogany planking gracefully gave way to cedar used for all interior fittings. White topsides contrasted a green underwater body. The following two years proved truly vintage ones for these Twelves. Due to declining health, Fairey passed the helm to Bob Garnham (starring in the *Picture Post* spread), and Vernon MacAndrew's *Trivia* edged out *Evaine* as overall winner in both seasons, yet none of this lessened Fairey's competitive zeal.

"Tommy" Sopwith hailed from a comfortable background, only with a tragic twist. In the summer of 1898, his father took him shooting on the Isle of Lismore in Scotland. They were in a boat when a gun lying across 10-year-old Tommy's knees accidentally went off, killing his father. Whether or not there was a faulty safety catch is unclear. The spectre of how he'd let this happen would haunt him for the rest of his long life (he died aged 101).

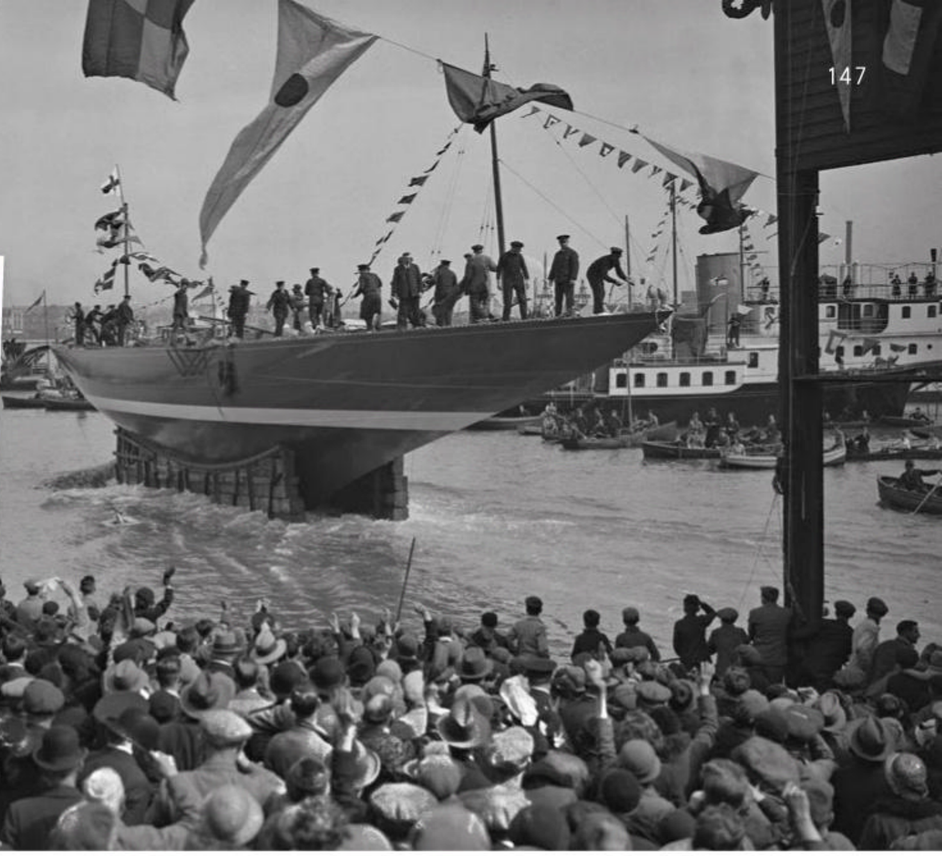
Sopwith developed a deep-seated urge to achieve. The Schneider Trophy air race began in Monaco in 1913 as a prestige event for seaplane makers. Sopwith's remarkable Tabloid biplane won it the following year, 1914, when he was 26.

"MY GREATEST REGRET IN LIFE IS I DIDN'T BRING HOME THE AMERICA'S CUP. I REALLY OUGHT TO HAVE DONE"

The Illustrated
SPORTING
and DRAMATIC News

SENDING DOWN ENDEAVOUR'S SPINNAKER

Hauling the Spinnaker aboard Mr. T. O. M. Sopwith's Challenger before Rounding the Mark Boat



The launch of Sopwith's Endeavour *in April 1934 at Camper & Nicholsons. Bottom left:* Endeavour *and* Rainbow *racing at the 1934 America's Cup*

PHOTOGRAPHY: PAUL THOMPSON/FPG/GETTY IMAGES; JOHN FROST NEWSPAPERS/ALAMY STOCK PHOTO; DAILY MIRROR/DAILY MIRROR/MIRRORPIX VIA GETTY IMAGES; ILLUSTRATED LONDON NEWS LTD/MARY EVANS; A. HUDSON/TOPICAL PRESS AGENCY/HULTON ARCHIVE/GETTY IMAGES; KEYSTONE-FRANCE/GAMMA-RAPHO VIA GETTY IMAGES; IMAGEBROKER.COM/ALAMY STOCK PHOTO; THE PRINT COLLECTOR/GETTY IMAGES

During the First World War, the Sopwith Aviation Company's Camel was the only plane able to shoot down dreaded Zeppelin bombers, conferring hero status on him and his business. Its sudden downsizing, required by the end of the war, effectively bankrupted the company, so Sopwith started over. To avoid confusion, he used the name of a friend, the gifted Australian test pilot Harry Hawker. The Hawker Siddeley group of companies would become half of Britain's entire aviation industry.

Like Fairey, Sopwith applied advanced aviation techniques to yachting. Frank Murdoch, who managed production of the Hawker Hurricane (soon immortalised by the Battle of Britain), helped optimise Sopwith's J Class yachts when challenging for the America's Cup. Murdoch was schooled in England but born in Antwerp, with a grandfather who'd started a shipyard there. Now, in the 1930s, he found himself designing masts and rigging.

Sopwith's J Class *Endeavour* was another Charles Nicholson masterpiece. Murdoch designed the advanced winches and welded steel mast promptly fitted. A wind vane perched on top of the mast fed readings to an indicator placed in front of the helmsman, and copious use was made of aircraft materials. She was a very fast, worthy challenger.

The 1934 America's Cup in Newport contested by *Endeavour*, with *Rainbow* as the American defender, might best be remembered for the churlish claims back in the UK, "Britannia rules the waves; America waives the rules!" Sopwith was ahead by two races to one, when, "during the fourth race, the American boat persisted on a collision course and Sopwith was forced to turn away even though unquestionably *Endeavour* had right of way," wrote Alan Bramson in his authorised Sopwith biography, *Pure Luck*. Bramson did acknowledge that Sopwith had also parted ways, beforehand, with his professional crew over a pay dispute: an epic false economy? Regardless, Sopwith lost, and, when he next contested the Cup in 1937, his *Endeavour II* was beaten fair and square by the technically superior American defender.

Sopwith had his own Camper & Nicholsons mothership superyacht, *Philante* (a portmanteau of his wife's and son's names, Phyllis and Thomas Edward). Befitting a support vessel for these larger J Class yachts, she was 80 metres long featuring a workshop with an electric drill, lathe and milling machine, plus a steel-lined store for the sails and tackle for both his Js and Twelves. There were eight guest cabins and bathrooms, and eight "clothes rooms" (as distinct from wardrobes). Stabilisers were uncommon at the time so the nine- by eight-metre master cabin – featuring a huge four-poster bed – was complemented by a smaller "sea cabin" below decks, accessed from the master by a small staircase. Here, Sopwith could wedge into a bunk when the ship rolled uncomfortably.

The America's Cup contests also resulted in a fierce rivalry between Sopwith and Harold Vanderbilt. The railroad executive and great-grandson of Cornelius Vanderbilt had taken the helm of *Rainbow* in 1934 after those first two races (that put Sopwith's *Endeavour* briefly ahead). While Sopwith might, meanwhile, have acquired a superyacht nearly twice the size of Vanderbilt's *Vara* support yacht, it was Vanderbilt who beat him, again, in the 1937 America's Cup. The scene was set for the 1939 regatta season, and the arrival in English waters of Vanderbilt's Twelve, *Vim*.

This arrival was a recognition that Twelves had broken through as the dominant class for international yachting. Leading designers and yards, who'd previously created Js for the America's Cup, focused on Twelves. Earlier in 1939, Nicholson built *Tomahawk* – one of the most beautiful of these smaller racers, her design an evolution of past Twelves with innovations including its "coffee grinder" winch and stainless-steel shrouds.

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> “PLEASE DON’T EVER LET HER GO, THERE IS NO SECOND *VIM* AND SHE NEEDS YOU”

Above: the 12 Metres Vim *and* Tomahawk *racing in 1939. Right:* Vim *in 2014*

It’s tempting to wonder what would have become of Sopwith’s (and Fairey’s) racing exploits were it not for the war, but the reality is America firmly had the upper hand by then. “Why not admit it?” asked John Scott Hughes, author of the 1939 *Picture Post* spread. “Our American friends are, by and large, the most accomplished yachtsmen in the world. That, really, is the entire explanation of why we have never recovered from them the America’s Cup, lost to them nearly 90 years ago.” American designers, crew and owners – influenced in no small part by Sopwith and Fairey’s aviation input – had won.

Young American designer Olin Stephens, who’d go on to dominate the America’s Cup for decades to come, shaped *Vim* to be slightly longer, her aggressive hull tank-tested to cut through the water with a fuller shape. Overhangs were shorter; the maximum beam greater. The wheel and binnacle formed one simple, efficient unit. Great care was taken to simplify all manoeuvres. The cockpit was dry, and spacious (certainly by English standards). Though disqualified on that sparkling day in 1939 covered by *Picture Post*, she practically left her rivals for dead in the following races, ending the English season with 19 victories out of 28.

Patrick Howaldt, a Danish-resident German national whose grandfather sailed in the 1936 Olympics, had been pursuing *Vim* for more than a decade when he finally acquired her in 2014. “I used to dream about it,” he says. More recently, he’s been instrumental in reviving Twelves racing in the Baltic under the aegis of the International Twelve Metre Association. “I came close to acquiring *Vim* from the Rusconi [Italian media] family in 2006, but evidently it wasn’t to be at that time. Then, in 2012, I hired an Italian captain, Andrea Proto. One year, at the Naples regatta, I shared with him my quest; Andrea was very engaged. With his support, and the offer of a higher price, I finally came to own this fabulous yacht.”

Howaldt’s success pursuing *Vim* has additional significance because the Rusconi family owns *Tomahawk*. She has spent the last few years out of the water – at least, not racing. Howaldt’s approach appears to offer a blueprint of sorts to a possible buyer of Sopwith’s former Twelve. “I sense they felt *Vim* would be looked after and have a good home,” he offers. (Reuniting Sopwith’s Twelve with her mothership is less likely, if not impossible, however: superyacht *Philante* is now the King of Norway’s Royal Yacht, *Norge*.)

“The day I signed the contract at the Sangermani yard in Lavagna, I raised a glass of champagne with [captain] Andrea and Sönke Stich of Robbe & Berking,” Howaldt continues. “After the restoration was finished, I received a WhatsApp from John Lammerts van Bueren, the classic boat expert and close friend of Stephens. When I opened the message, I felt a thud in my chest: ‘Just walked by *Vim* again. I hope you know that Olin would be mighty pleased to see her in such immaculate shape, to see her the way he designed her. Please don’t ever let her go, there is no second *Vim* and she needs you.’ It was so affecting, this incredible racing heritage speaking so directly to me.”

After the UK declared war in September 1939, yachting became impossible off Britain’s south coast. Sopwith and Fairey were consumed by the war effort anyway. “The Fairey Swordfish is to the Royal Navy what the Supermarine Spitfire is to the Royal Air Force,” wrote Adrian Smith, and Sopwith’s Hawker Hurricane accounted for even more kills than the Spitfire in the ferocity of the Battle of Britain. These were the planes that helped repel attacks on the crucial North Atlantic convoys, and helped prevent the Nazi invasion of Britain.

The rivalry between the two aviators propelled them to ever greater achievements – to the benefit of all – yet left ample room for cooperation, neighbourliness and friendship. They ended up as earthly neighbours on the south coast where Fairey acquired Bossington Estate, 10 miles inland from the Solent, and Sopwith moved to nearby Compton House, having discovered the appeal of the Test Valley after Fairey invited him for a day’s shooting (striking, given the fate of Sopwith’s father).

Their later life regrets ran, tellingly, to yachting. Fairey’s daughter wrote in 2017: “One of his great regrets was never having taken *Evadne* to the Galápagos Islands as Tommy Sopwith had done with his motor yacht.” Fairey sold *Evadne* (now *Marala*) “almost by default”, his daughter recorded: “he quoted an impossible price to an importuning potential purchaser, who to his horror accepted. It was a move my father deeply regretted.” His Twelve, *Evaine*, did remain in the family until he died in 1956, after which she served as a pacesetter for another attempt at the America’s Cup, in 1958. At least 12 Metre America’s Cup racing, for which Fairey had lobbied long and hard, came to pass. It lasted all the way until 1987.

In 1988, on his 100th birthday, Sopwith received congratulations from presidents and prime ministers. What was he left yearning for, in the end? “My great regret in life is that I didn’t bring home the America’s Cup; I really ought to have done and I ought to have been allowed to do it,” he said. Perhaps his rivalry had been less with Fairey, more with himself. Either way, it’s no wonder that these remarkable yachts, first racing nearly a century ago, have become so coveted today – or that there’s been such a renaissance of wider interest in them, evidenced by *Evaine*’s rejuvenation. Her restoration will take until 2026, at which point she can be fully reunited with her superyacht mothership. And, yes – race. ◘

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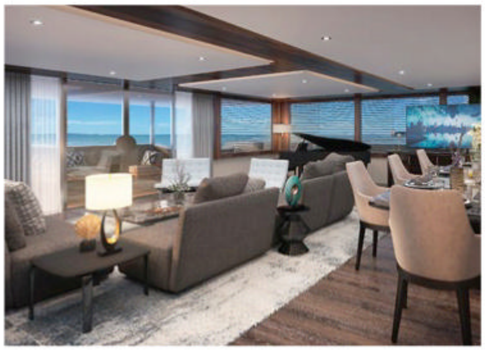
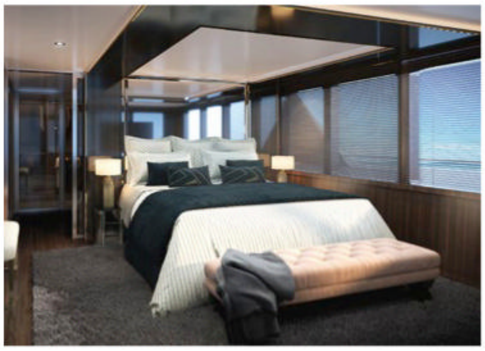




AMASEA.YACHTS

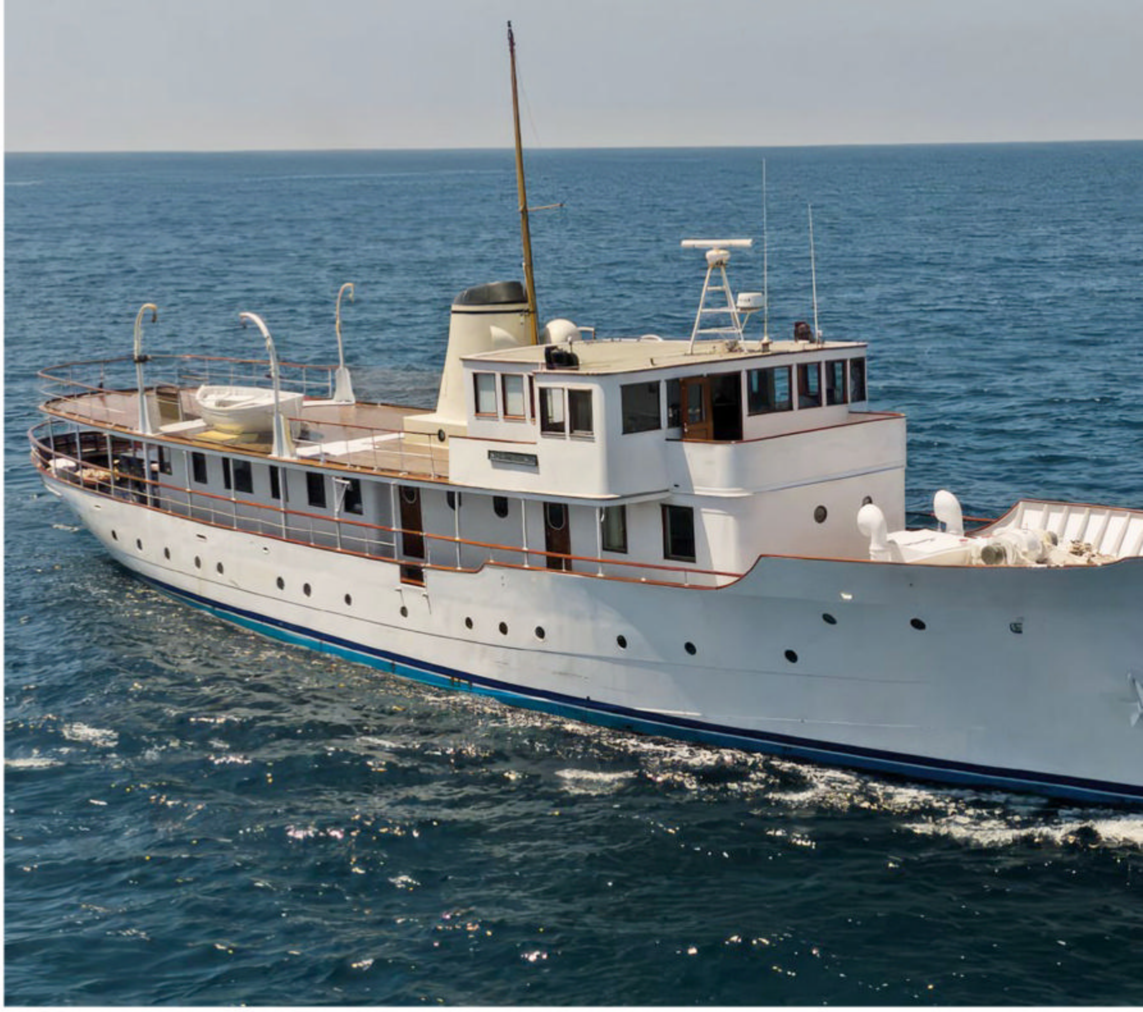
Left: Jackie Kennedy was a guest aboard Northwind *(seen in background) during a Greek holiday in 1961. Below:* Northwind *had a supporting role in the Netflix series* Griselda, *about Colombian cartel leader Griselda Blanco*

WHERE THE WIND BLOWS

How did a classic 1930 yacht from Wisconsin become a spy ship for the UK, and later a movie star? Cecile Gauert *visits Marina del Rey, California, to find out*

PHOTOGRAPHY: JAMES BURKE/THE LIFE PICTURE COLLECTION/SHUTTERSTOCK; COURTESY OF OWNER

NORTHWIND
MovieBird



Cinematographer and entrepreneur Tom Jones (and until recently, the owner of *Northwind*) used to have a sailing yacht he kept in Southern California. He enjoyed sailing there, even in winter, if he could, but it was only on occasion. Then one day he came across a listing for a 1930 yacht that immediately caught his eye. “I love history,” he says. “Everything about my life at that point seemed to be about 1930.”

The boat listing gave him an idea. Why not take it to his favourite yacht club in Marina del Rey and turn it into an office? “I would be on there every day.” And he would take it slowly to restore the boat to its original glory. “I wanted it exactly as it was originally, only better.” The storyline proved a bit more complex than he envisioned (more on this later).

Why *Northwind* captured Jones’ imagination is understandable when you delve into its past. So many stories could not fail to seduce a storyteller, starting with the man who inspired it.

The first owner of the magnificent *Northwind* (also *North Wind*) was born in 1873. A *Mayflower* descendant, Charles Martin Clark was an engineering graduate from Columbia University who became a director of the Bradstreet Company. He lived in Manhattan at 713 Park Avenue, a five-storey limestone-faced home with a neo-French classic design that he rebuilt in 1916 with his wife, Boston-born Bessie, an active socialite. He was also an avid yachtsman.

The now defunct *New York Herald* links Clark to a steam yacht named *Alfreda*, which visited Newport, Rhode Island, in 1922, and the *Miami Herald* recorded Clark’s visit to Miami on another yacht, named *North Star*. By the late 1920s, he was apparently ready to move up, and in 1930, he took delivery of *Northwind* from Manitowoc Shipbuilding Company.

The yard, based in Wisconsin in the town where Henry Burger established the Burger Boat Company, built mostly commercial vessels (tugs, ferries, scows, barges and, eventually, when the Second World War came around, submarines) but it made two yachts.

What attracted Clark to this company is sadly lost to time, but a knowledgeable yachtsman would have appreciated that they built solid, seaworthy and reliable steel hulls and would have known about the local craftsmanship, which was stable and excellent from wood to metal. While others may have built their yachts in Germany and the UK, a *Mayflower* descendant surely would have preferred building in the US.

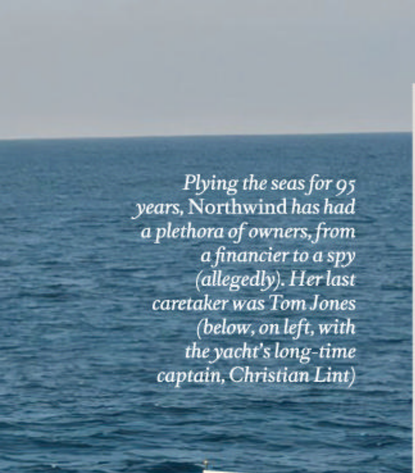
The yacht that came out of Manitowoc that year was a spectacular example of the work of leading New York-based design firm Cox & Stevens (its Design 155 measured 37.6 metres). In the company’s archives, credit for *Northwind*’s design also goes to Frederick W Capon (who later contributed to the design of the never-built mile-long Liberty Landing, imagined in 1935).

Despite the Depression, no expense was spared and *Northwind* slid into the water at 10am on 10 May 1930. There was some rush to get her ready to cruise, and within a couple of months she was delivered with a six-metre launch and a 6.7-metre sailing boat that could be lifted on deck. *Northwind* had a 6.7-metre beam and a 3.3-metre draught. Her original (American-made) 300-horsepower diesel Winton engines were reversible and started with compressed air; they gave the yacht a speed of 15 knots, according to an article in the *Sheboygan Press,* which reported on the launch. She had room for eight guests and 12 crew, the paper noted.

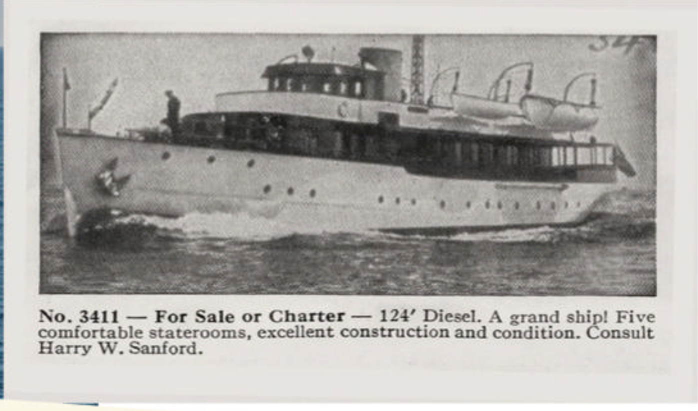
A book about Manitowoc shipbuilding, *Maritime Manitowoc 1847-1947*, provides somewhat different information but adds it had a stove for heat and windows that opened. The dining room, complete with built-in cupboards, was located on the forward end of the main deck as was the custom in those days.

Scant information documents the kind of trips *Northwind* took but articles in newspapers of the time noted that it had been designed to cruise along the Eastern seaboard. The *Miami Herald* noted the arrival of 123-foot (37.5-metre) *Northwind* in Biscayne Bay for a Thanksgiving celebration. Cornelius Vanderbilt Jr’s acerbic pen in the *Miami News* places it in Palm Beach in February 1931, along with a who’s-who of the yachting set of the time: Harold Vanderbilt’s *Vara*, Vincent Astor’s *Noma* and William Mellon’s *Vagabondia*, among 100 yachts “worth conservatively half a billion dollars” gathered there that year. And at least on one occasion,

PHOTOGRAPHY: COURTESY OF OWNER; COURTESY OF CYA YACHT REGISTER; SEAN MCCARTHY & TREVOR HANSON-VOSS ON BEHALF OF CATALINA CREW



Plying the seas for 95 years, Northwind *has had a plethora of owners, from a financier to a spy (allegedly). Her last caretaker was Tom Jones (below, on left, with the yacht's long-time captain, Christian Lint)*



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DESPITE THE DEPRESSION, NO EXPENSE WAS SPARED AND *NORTHWIND* SLID INTO THE WATER AT 10AM ON 10 MAY 1930

it hosted top performers of the Bradstreet Company as a reward.

Unfortunately, Clark's enjoyment of *Northwind* was short-lived. In 1935, he invited his nephew aboard and it was the latter who found him dead, of a pulmonary embolism (according to one newspaper), in his owner's suite at the age of 61.

There follows a big gap in the history of *Northwind* but somehow she turned up in England and in the hands of the British government. The US government auctioned several boats requisitioned for the war effort to the British Navy, says historian and maritime lawyer John Leonida. According to an entry on the Classic Yacht Register, *Northwind* was struck from the US Registry as early as 1936 (and was reinstated by an Act of Congress on 16 October 1988).

Some stories place *Northwind* among the fleet of private boats that supported the British government's efforts to evacuate soldiers from the beaches of Dunkirk in 1940, although no official records exist of a ship named *Northwind* (or *North Wind*) as one of the so-called Dunkirk Little Ships. It could, of course, have been renamed or operated under a code name.

Jones, who bought her in 2016 when she was teetering on the verge of being scrapped, says he was unable to find official documents about this widely shared story.

Still, she distinguished herself as a good member of His Majesty's service. It was the Rowhedge Ironworks Company of Essex, England, that installed two new British-made "smokeless" Paxman-Ricardo engines, which are still aboard today, work that Churchill is said to have mandated. After the war, *Northwind* embarked on a mission officially to promote British goods abroad. Why would an American-built ship serve as the platform for promoting English goods? Some say she was on a spy mission for MI6 under the guise of trade missions.

Stories place prime minister Winston Churchill – who liked to exorcise the tensions of the office with brushes and canvas – painting landscapes on her aft deck and a young Princess Elizabeth dining aboard in Malta in the early 1950s.

The yacht's next high-profile owners were a Greek shipping family. Marcos Nomikos was a member of the Greek parliament who attracted attention to the yacht his family had purchased when he hosted Jacqueline Kennedy on a personal holiday in June 1961.

All newspapers (major or minor) have a version of the American First Lady's 1961 Greek holiday. Here is *Time*'s account: "A crowd of 200 citizens lined up respectfully behind the rope barriers and watched as the 125ft yacht *North Wind* [sic] backed up to the quay at the thyme-scented village of Epidaurus. A tall, handsome young woman stepped from the yacht and walked the length of the pier alone, followed at a distance by her four yachting companions. She was tawny with the Aegean sun, barelegged, dressed casually in a sleeveless beige dress – and it was hard to realize that she was the same Jacqueline Kennedy who had swept like a queen through Paris, Vienna and London only a few days before."

Then follow a few years of murkiness. The shadowy Canadian-born British operative Timothy Landon, aka the "White Sultan", may have received the boat as a gift from Oman's Qaboos bin Said Al Said to thank him for his role in overthrowing his father, the Sultan, Said Bin Taimur, in 1970. Hard to prove with public records as he kept a very low profile while alive, but Landon was very rich and received a regular stipend from Oman's new leader until his death.

Eventually, the yacht found her way back to the South of France. Why wouldn't it? It is, after all, one of the epicentres of yachting in the Mediterranean, and the Riviera in the 1970s was heaving with the international elite. It was the key to *Northwind*'s return to the US after more than four decades.

Her next caretakers were a couple originally from Washington State, Harold Kingston Peters (born in 1930, the same year as *Northwind*) and

>

Camille Peteros. They purchased her in 1982 and took her back to North America from Antibes.

"Their four-month voyage provided a fount of anecdotes and stories for the years to come," the obituary written for Harold's passing in 2007 states. Once back home in Seattle, the obituary continues, they spent a year fixing her up and then "lived their dream" for the next 12 years travelling along the US and Canadian West Coast, including a trip to Kodiak Island via Alaska's Inside Passage.

She changed hands, likely a few more times but remained in the Pacific Northwest for most of the ensuing years.

Christian Lint, a capable Pacific Northwest captain who took classics under his wing that some may have considered relics, found *Northwind* in the Gulf of Alaska where he was working on the *Exxon Valdez* clean-up. (Following the oil tanker's wreck in 1989, more than 1,000 private boats were sent up to aid in removing spilled oil.) He had much experience with such boats, having looked after *El Primero*, an 1893 power yacht that he got out of dry dock, and the 1924 wooden-hull ferry *Kirkland*, aka *Tourist No 2*, which eventually sank.

A former chef on board *Northwind*, John Coulson, told the *Peninsula Daily News* in 2013 that the University of Alaska had chartered the yacht in April 1990 for five months to research the effects of the oil spill on the waters around Kodiak Island and Katmai National Park. It was rough sailing, the chef reported, and he feared the yacht would come apart. Because it was riveted steel, the captain told him there was enough flex to prevent that from happening. Was the captain Lint? The story doesn't say, but it must have been. Lint was a part of the boat's history for the better part of 30 years, taking over from a previous captain mid-voyage in 1989 when the boat got hampered, according to another story.

"There was nothing he could not do on the water. He was a wonderful guy. He was nuts kind of, but a good kind of nuts," Jones says of Lint, whom he employed as captain for a while.

Jones was looking to sell *Northwind*, to find an emotionally vested custodian to succeed him, when Alastair Callender of Moravia Yachting connected us a few months ago.

That was not his plan when he fell in love with the yacht a few years back. A documentarian who directed the fascinating 2019 movie featuring Bruce Springsteen and members of the E Street Band among others, *Asbury Park: Riot, Redemption, Rock 'N Roll*, Jones has a talent for storytelling and an interest in a range of topics.

STORIES PLACE A YOUNG PRINCESS ELIZABETH DINING ABOARD IN MALTA IN THE EARLY 1950S

When we met at the California Yacht Club in Marina del Rey last August, the conversation ranged from e-commerce (he has co-founded a start-up, seeking to reinvent the business model based on fair share), to how Dr Francis Collins, who mapped the human genome, went from atheist to believer, a story he would like to tell in a documentary.

When he discovered *Northwind* he was steeped in 1930; it was the year his mother was born and the year his Malibu house was built for the three-time Academy Award-nominated cinematographer Arthur Edeson (of *Maltese Falcon* and *Casablanca*). The yacht then was under Captain Lint's care and was part of the estate of a Florida woman. It had been listed for sale and was languishing in a marina in Bremerton, Washington.

"I went to see it there," says Jones, who fell under her spell right away. "She is this beautiful fantail, steel yacht with all this history." He asked around about the cost of fixing her and devised a plan to turn the boat into his office. He wanted to move her to the California Yacht Club where he had been a member for years.

"The plan was I was going to buy it, bring it here (to Marina del Rey), be on there for 10 years, get qualified, understand it, get it all fixed up and eventually take it all around the world," he says. Someday, he thought, he'd pass it on to his son. "It was a great plan."

Jones decided to go ahead with the purchase but had to postpone the closing for a couple of weeks.

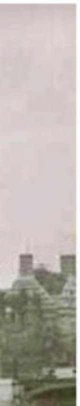
Although he says you won't find him golf club in hand when he retires, his film company, Halo Group, did work for CBS on the Masters Tournament ("The best stewards of a brand I have ever met," he says). Waiting to close the deal, he was on location in Augusta, Georgia, when the news reached him that *Northwind* was in a bit of trouble.

"It had sprung a tiny hole in one of the shafts," Jones says, and there was fear of fuel leakage. The US Coast Guard intervened, drained fuel from the yacht and the captain was asked to find another home.

"Irony rules the world," says Jones, who decided to go ahead with the acquisition anyway, undertaking emergency repairs and ultimately having the hull coated inside and out with Blue Seal, a product invented by the US Navy. "It will be good for a very long time," he says. Captain Lint oversaw a bulk of the work in Port Townsend, Washington, working on the corrosion and ripping carpets to reveal the yacht's original wood planks.

After Lint's tragic death from an accident, Jones hired a captain from San Diego, and so they decided to take the boat there. They

PHOTOGRAPHY: COURTESY OF MORAVIA YACHTING AND NORTHROP & JOHNSON; BETTMANN/GETTY IMAGES



Far left: Northwind *could often be found moored outside the Houses of Parliament during WWII. Left: Winston Churchill is said to have indulged his hobby of painting on her aft deck. Below: she was refurbished under recent owner Tom Jones*

undertook more repairs and then brought the yacht to Los Angeles where it attracted the eye of a film crew from Netflix looking for locations to film the critically acclaimed series *Griselda*, about the notorious Colombian cartel leader Griselda Blanco.

Jones liked the idea of *Northwind* featuring in the series and spent more money to pretty her up for the role. She appears briefly, all decked out with strings of lights, in one of the episodes.

By then Jones' plans for the yacht had changed. During the active 2019 fire season, his family house was one of 3,000 homes to burn to the ground in Malibu. On the road at the time, he saw it happen on television. "I was in the United Club lounge watching my house burn live on Fox," he says. After the fire died, there was hardly anything left of the house (not even melted metal), except for a chimney, the mission bell and a falconry mews several feet away. The family decided to move east to New Jersey, where Jones grew up. His son took quickly to the new life in Princeton, settled in a new school and so life resumed, thousands of kilometres away from *Northwind*.

Thinking like a film-maker, Jones had many interesting ideas on how to help with the refurbishing of *Northwind*, including hiring youth and adults at risk to teach them maritime skills. "The maritime industry needs people," he says. The idea for the project was essentially, "Can they fix the boat? Can the boat fix them?" He even created a trailer for the movie *Raise the Northwind* he was planning on making.

But now, on the other side of the country and with a new startup to get up and running, he needed a way to pass the boat on. He'd put roughly \$3 million (£2.3m) into the yacht, and it appraised very well.

Another idea began to germinate. Discussing his member's dues with the new management of the California Yacht Club, he revealed the existence of *Northwind* and they discussed moving it there, which he had wanted to do all along, had it not been for all the unforeseen obstacles in his plan.

That's where I planned to see *Northwind*. When I arrived in Marina del Rey in August, I was disappointed that the yacht wasn't there, but it was a perfectly fine California summer's day, breezy and sunny. Jones invited me to breakfast at the Ritz-Carlton fronting the marina and began to tell me his stories. A pattern quickly emerged: nothing is easy when it comes to old boats but they are worth the effort.

Northwind had to be towed. The tow line broke in transit and the tow boat had no spare, so the crew used one of the yacht's dock lines and resumed the journey, with Jones checking the progress on his phone. The mishap meant I had the chance to see her arrive and take her position at the dock, which was a slow but memorable experience. She towered over the boats around and the people on the dock.

As news of the arrival spread, several club members and marina staff appeared to assess the new resident. They toured the boat, which is very much as she was decades ago when she was built, including original flooring now revealed, fireplace, riveted steel bulkheads and opening portholes, and marvelled at the possibilities – mostly. She did need work – her staff for one was broken and hanging the American flag on it would have to wait – but there was much to work with.

I toured her on my own, finding clues as to her history via photographs, renderings and books Jones collected and kept on board. I walked her cambered decks and put my hands on the steel bulkheads and the wooden wheel. A strange emotion overcame me; it was as if I had lived this history though it wasn't mine. I finally settled in the lounge, sitting in a wing chair and leafing through history books. I did not want to leave but of course I did, eventually.

The last time I caught up with Jones, he said: "The boat is happily ensconced at the California Yacht Club. It has been spruced up since you saw it and is looking very fit." So much so that after several months of being on the market with Moravia, she found a new buyer.

The 95-year-old grand dame from Wisconsin, the pride and joy of a New York financier, who served the British government, hosted Jackie Kennedy and a merry band of other public figures, served as a platform for adventures to a Seattle family, did research in Alaska and became, for a time, the joy and burden of a romantic film-maker, now has a new caretaker and a hopeful future. ◘

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Georgia Boscawen visits the newly renovated Il San Pietro on the Amalfi Coast to experience its retro charm and astounding views

After a drive along a clifftop that's wiggly and meandering enough to challenge the strongest of stomachs, I am greeted by a view that has drawn the world's superyachts to the Amalfi Coast for decades. Positano's terracotta rooftops spill down to a crescent black-sand beach, with the faint outline of Capri ahead, cloaked in a soft haze. All 55 rooms at Il San Pietro and its two restaurants offer various angles on this beautiful vista, which inspired Carlo "Carlino" Cinque to create the hotel back in 1970.

The hotel's design would have stirred Antoni Gaudí's imagination with its curvaceous form (though it was Oscar Niemeyer who influenced Cinque). Cascading 10 levels, it is embedded in the rock face, with wisteria and bougainvillea weaving through its terraces.

"He hated right angles," says Andrea Zana, the hotel's general manager, gesturing to the sinuous facade as we sip Virginia Specials (one of the hotel's signature cocktails) on the grand terrace. "Carlino designed the hotel himself, wanting free, sensual curves throughout."

Continued overleaf

PHOTOGRAPHY: COURTESY OF IL SAN PIETRO DI POSITANO

THIS MONTH: *seven days in French Polynesia / the luxury eco-resorts offering ethical elegance / Renaissance graffiti on a Maltese cathedral*

CONTINUED FROM PREVIOUS PAGE

Zana tells me the hotel's best view is from the Prestige Carlino room, Cinque's home during the hotel's construction in the late 1960s. Though renovated, it retains Cinque's original marble bathroom and a treasure trove of antiques inspired by his passion for maximalist classicism.

The hotel opened in June 1970 and stayed the same until 2008, when the ambitious 12-year renovation plan began, completing in 2020. This year, however, on the hotel's 55th anniversary, there are some new elements to enjoy, including a boutique selling an exclusive line of clothing and accessories and a new private residence, Santa Croce, providing equally impressive views of the Med.

My room for the weekend is one of the hotel's Prestige Rooms (room four). "It's one of my favourites," says Valeria, the front-of-house manager, handing me the key. Ever the sceptic, I assumed it was a line, until I opened the door to a sun-drenched suite with huge, curved, glass sliding doors that offer a breathtaking view of Positano and the Tyrrhenian Sea beyond.

A PRIVATE BEACH IS ACCESSED VIA A LIFT THAT DROPS DOWN SEVERAL HUNDRED METRES.

The hotel's restaurant, Zass, has proudly held a Michelin star since 2002. Set in a long white-and-green room, the white-cloaked tables spill out onto the terrace, fronted by lamps and a classical awning, beneath which I can see the glittering lights of Positano. Guests arriving by yacht and non-residents are welcome, though booking is a must. Like the hotel itself, the flavours here are classic and rooted in the region with lemon, local seafood, and fresh pasta. Evenings here stretch into the night, still filled with gentle chatter from fellow diners at midnight.

Though practically vertical, Il San Pietro offers plenty of outdoor space thanks to its terraces on every level. There is also a private beach, which is accessed via a quick lift that drops down several hundred metres and opens up to bright-orange sun loungers strewn on a rocky outcrop, overlooked by the casual beach restaurant, Carlino. It's here where yacht visitors arrive, but it's mostly a one-way system, as those who visit are unlikely to want to leave. *ilsanpietro.com*

FRENCH POLYNESIA

Captain Brett Woodford of 48-metre *Big Sky* threads a route around the South Pacific island group to showcase its abundant marine life

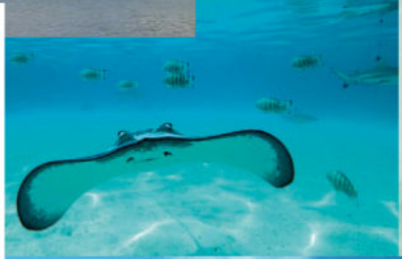
7
6
BORA BORA

STAY

The luxurious Four Seasons Resort Bora Bora offers overwater villas, beachfront estates and stunning views in a tropical paradise

Day One

Arrive in Papeete, the capital of French Polynesia, and let the crew welcome you on board *Big Sky* with a refreshing cocktail. The yacht will weigh anchor and cruise 18 nautical miles to the island of Mo'orea, dropping anchor in Cook's Bay. In the afternoon, snorkel with the stingrays and spot juvenile blacktip reef sharks in the shallows.



Day Two

Rise early to meet your Tahiti Private Expeditions guide, who will take guests to see the island's humpback whale population that migrates around the Polynesian islands. Stop to swim and snorkel the inner lagoon of Mo'orea. After dinner, *Big Sky* will up anchor and cruise 90 nautical miles on an overnight crossing to the island of Huahine.

Day Three

Enjoy morning coffee on the sundeck as the yacht draws into the turquoise lagoon of Huahine. With marine life weaving just metres from the stern, guests can float and dive through the coral bommies.

ITINERARY

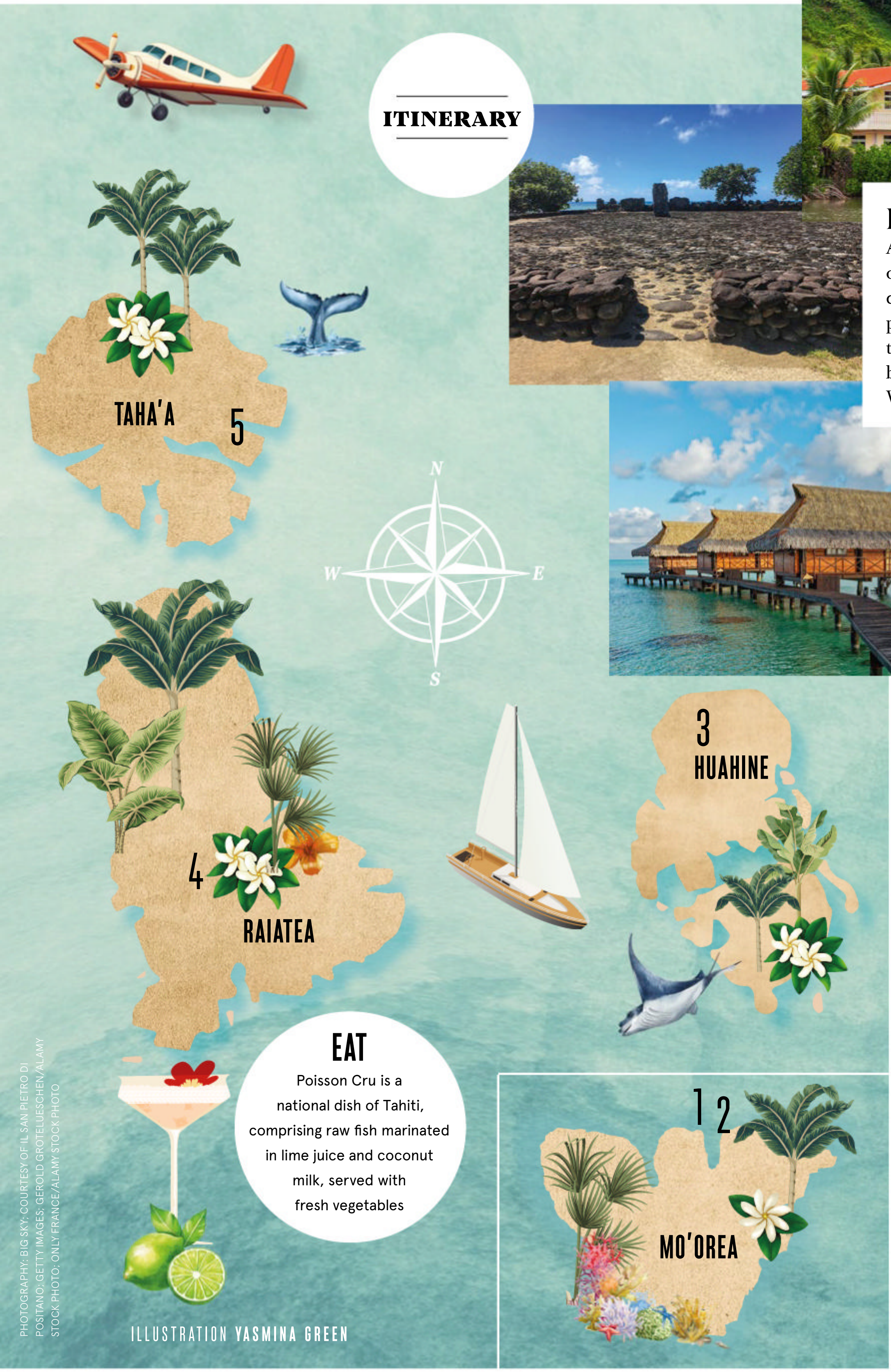


ILLUSTRATION **YASMINA GREEN**

EAT

Poisson Cru is a national dish of Tahiti, comprising raw fish marinated in lime juice and coconut milk, served with fresh vegetables

Day Four

After breakfast, the yacht will relocate to the island of Raiatea. Following a short cruise, *Big Sky* will drop anchor in an inlet on the eastern side of the protected lagoon. Head to shore for a stroll through the botanical gardens then on to a local outrigger boat that will whisk guests to the sacred UNESCO World Heritage site of Marae Taputapuatea.

Day Five

In the morning, *Big Sky* will cruise north from Raiatea through the inner lagoon's crystalline waters to the island of Taha'a. Here, guests can explore the coral gardens while drift snorkelling or riding jet skis. The crew will set up the giant waterslide from the upper deck for guests to splash into the lagoon's warm waters.

Day Six

Departing Taha'a through the western break in the lagoon's reef, spot the humpback whales that typically reside near the surface as *Big Sky* cruises to Bora Bora. Explore the coral gardens that are bursting with marine life, including turtles and manta rays.

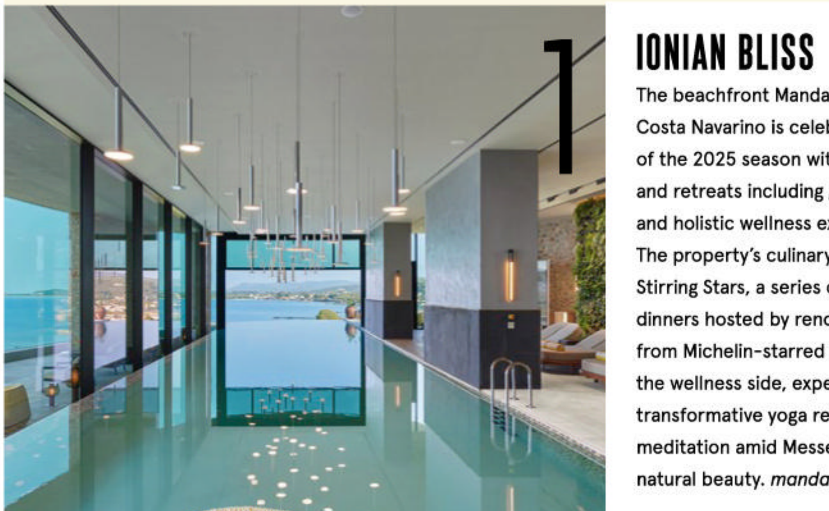
Day Seven

Awake to the final day of the adventure with a last swim with the manta rays as they glide through the water at the edge of the coral reef. After lunch on board, take the tender to the island and travel on to the Bora Bora Airport.

BIG SKY IS AVAILABLE FOR CHARTER WITH *THESUPERYACHTPEOPLE.COM*

PHOTOGRAPHY: BIG SKY: COURTESY OF IL SAN PIETRO DI POSITANO; GETTY IMAGES: GEROLD GROTELUESCHEN/ALAMY STOCK PHOTO; ONLY FRANCE/ALAMY STOCK PHOTO

HOTEL KALESMA IN MYKONOS IS EXPANDING THIS SUMMER, ADDING 19 NEW ROOMS, A POOL AND A TRADITIONAL ALL-DAY GREEK TAVERNA OVERLOOKING ORNOS BAY. MUCH CARE HAS BEEN TAKEN TO PRESERVE THE HOTEL'S CYCLADIC CHARM. *KALESMAMYKONOS.COM*



1

IONIAN BLISS

The beachfront Mandarin Oriental Costa Navarino is celebrating the arrival of the 2025 season with several events and retreats including gastronomic and holistic wellness experiences. The property's culinary events include Stirring Stars, a series of intimate dinners hosted by renowned chefs from Michelin-starred restaurants. On the wellness side, experiences include transformative yoga retreats and meditation amid Messenia's serene natural beauty. *mandarinoriental.com*

2

Nikos Koulis necklace with 49ct white diamonds, £POA, nikoskoulis.com

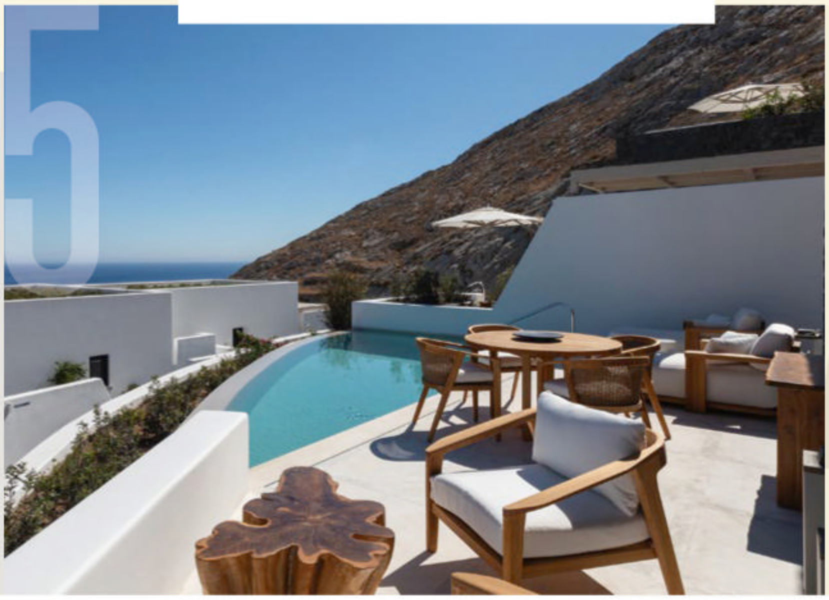
3

SPETSES

The magnificent nine-bedroom Elysian Villa is offering a two-week itinerary that combines a stay at its fully staffed property on the Greek island of Spetses with a voyage aboard 44-metre superyacht Sanctuary. *elysianvilla.com*

notes

The Greek season



5

Suite Aegean

Following further expansion, Santorini's newest resort, Sandblu, enters its second season with a range of new additions, including a private dining space, a lush vegetable garden and 15 new rooms, bringing the total to 66 keys. *sandblu.com*

4

STRAP YOURSELF IN

Desmos footbed sandals, £225, ancient-greek-sandals.com

PHOTOGRAPHY: SANDBLU; COURTESY OF ELYSIAN VILLA; ADOBE STOCK; COURTESY OF NIKOS KOULIS

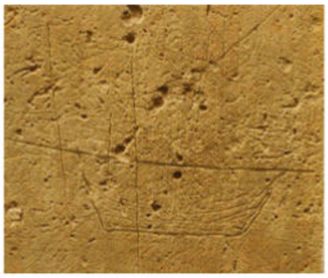
VALLETTA

FINER DETAILS

Look closely at a simple etching in the wall of St John's Co-Cathedral to discover the origins of Malta

St John's Co-Cathedral, in the heart of Malta's capital city of Valletta, presents an austere exterior by the standards of Catholic architecture, with two boxy towers and a central door flanked by pillars. There's not much to see on the outside (it would seem), and most visitors file straight inside for the vaulted ceilings, adorned with paintings by the Italian artist Mattia Preti. The high altar glints with gold and Caravaggio's *The Beheading of Saint John the Baptist* hangs in the oratory.

But one of the most revealing secrets of the cathedral lies on a bare limestone wall outside, just to the left of the entrance. Here, faint etchings of a Maltese fighting galley have endured for 400 years. They may be faded (and so easily missed), but the diagonal oars and the parallel lines of the boat's low freeboard make this unmistakable as the type of vessel through which the Order of St John exercised its military might.



The hidden etching shows a boat's high freeboard and multiple masts

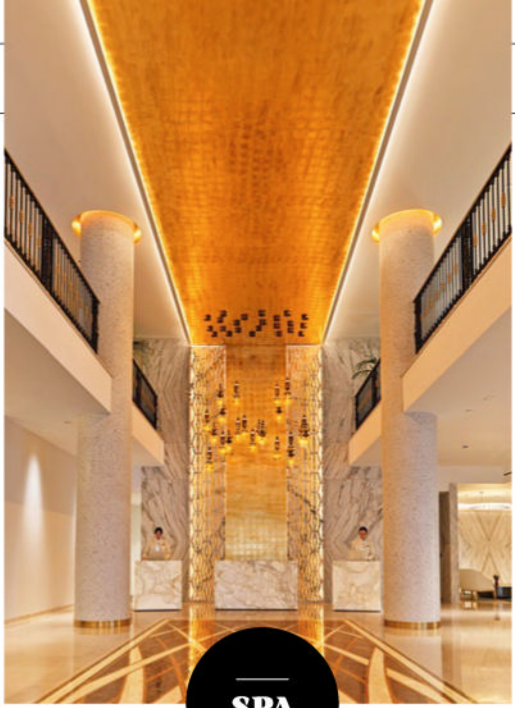
When in 1565 the Ottoman Empire endeavoured to seize the island, then under the control of the Knights of St John, the invaders dispatched an armada of more than 100 boats, vastly outnumbering the Maltese fleet, which is thought to have consisted of just five galleys.

The Knights, along with Maltese locals, led by Grand Master Jean Parisot de Valette, successfully defended the islands in a bloody and brutal battle. Their strategies included a lightning attack on the Ottoman camp and their forces were refreshed by reinforcements from Sicily. They also leveraged the solid fortification of Saint Elmo, which lies at the tip of the Sciberras Peninsula (where St John's Co-Cathedral was later built), guarding the entrances to both the Grand Harbour and Marsamxett Harbour. It was one of the greatest triumphs in maritime history, preventing the Ottoman Empire's advance into Europe.

Valletta, christened in honour of de Valette, stands as a testament to the victory, a golden city rising from blood-soaked foundations. It's a grid of narrow streets and grand squares, studded with imposing doorways and overlooked by ornate *gallarija* (enclosed balconies). Dine at the cool, cavernous Harbour Club, stop for a Smokey Negroni at Kamy Cocktail Bar, and keep an eye out for more Renaissance graffiti as you stroll back to your yacht.

It's a habit here, etching boats into walls; they're scratched onto chapels and homes throughout Malta, from later carracks and tartanas to the mighty dreadnought battleships. They are echoes of the maritime heroism that shaped the Maltese nation, and while they may escape mention in guidebooks, they endure quietly here, hiding in plain sight.

> IT'S A HABIT HERE, ETCHING BOATS INTO WALLS – THEY'RE SCRATCHED ONTO CHAPELS AND HOMES THROUGHOUT MALTA



SPA

ZEM Wellness Clinic Altea

Where is it?

Set at the foot of Spain's Sierra de Bernia, 65 nautical miles from Valencia, ZEM Wellness offers breathtaking views over the terracotta rooftops of Altea, peeking through the stone pines and the shimmering Balearics beyond. In the morning, watch from the bath on your suite's balcony as the sun casts its first light over the Sierra Helada headland.

What's the vibe?

For a clinic, ZEM Wellness feels distinctly un-clinical. Spaces are dotted with fresh flowers and foliage, while glass water butts filled with fruit and herbs can be found around virtually every corner. The design feels warm and feminine with creamy marble, gold accents and no sign of clinical icy whites or ultra-bright lights. The spa spans 4,000 square metres and has more than 40 treatment rooms filled with the latest rejuvenating technology. Those who wish to reconnect with nature can explore the Finca Althaya, ZEM Wellness's organic estate that spans eight hectares and supplies virtually all of the hotel's fruit and vegetables.

What to have

With six specialised programmes and two "intervention spheres", the spa (excluding the vast clinical offering) is extensive, with OxyPro hyperbaric chamber sessions to improve metabolism and triple detox treatments in the MLX i3DOME. To alleviate anxiety, enhance circulation and promote restful sleep, opt for the Zestós DryFloat experience where guests are immersed in a warm water bath while enjoying a relaxing head and shoulder massage.

Best by boat

With the spa just a few minutes' drive from the historic town of Altea, visiting yachts can deliver guests to Marina Greenwich, which sits 1,500 metres away. *zemaltea.com*

PHOTOGRAPHY: ZEM WELLNESS CLINIC ALTEA; THE MALTA SHIP GRAFFITI PROJECT; GETTY IMAGES

>

MY R23

Length: **47.39 mt**
Years (built/refit): **2002/2023**
Builder: **Rossinavi**
Price: **195.000 eur + VAT**

Guests: **12+**
Cabins: **6**
Crew: **11**
Broker: **Isabella Moncada**

Charter First, Buy Smart

moncadayb.com | charter@moncadayb.com | +34 971 684 055

MY MUSICA MUSICA

Length: **32.60 mt**
Years (built/refit): **2013/2022**
Builder: **Ferretti**
Price: **98.000 eur + VAT**

Guests: **10+**
Cabins: **5**
Crew: **6**
Broker: **Aloisa Moncada**

MONCADA 1963

GREEN GLAMOUR

The new sustainable hotels fresh for 2025

As sustainability takes centre stage in travel, luxury hotels are blending high-end experiences with eco-conscious design, ethical sourcing and regenerative practices. From solar-powered resorts to zero-waste retreats, these sanctuaries prove indulgence and responsibility can go hand in hand, discovers

Georgia Boscawen

>

Rumi on Louth
Australia

BEST FOR: EXHILARATING ACTIVITIES
OPENING: MID 2025

Located on the privately owned island of Louth, 10 minutes from Louth Bay in South Australia, this resort is being developed alongside a AUD$10 million (£4.8 million) restoration and preservation project, which is rooted in respect for the island's 200-year history as a sheep farm.

Focusing on the island's pristine wilderness and ecology, this new retreat offers an opportunity to disconnect from the hustle and bustle and embrace an exhilarating form of eco-tourism. Guests can indulge in fossil fuel-free activities such as kayak fishing, beach picnics, stargazing excursions and e-bike expeditions. In-room massages are available too for more relaxing trips, along with cooking classes and paddleboarding.

With a paddock-to-plate philosophy, Rumi on Louth's sustainable restaurant, Samphire, offers a modern approach to sustainable dining. Using seasonal ingredients, executive chef Jono Sweet focuses on local seafood and native ingredients. Guests can opt for casual dining or a six-course degustation menu to savour the best of the region. Drinks too celebrate the area with local herbs and botanicals in Samphire's special cocktails.

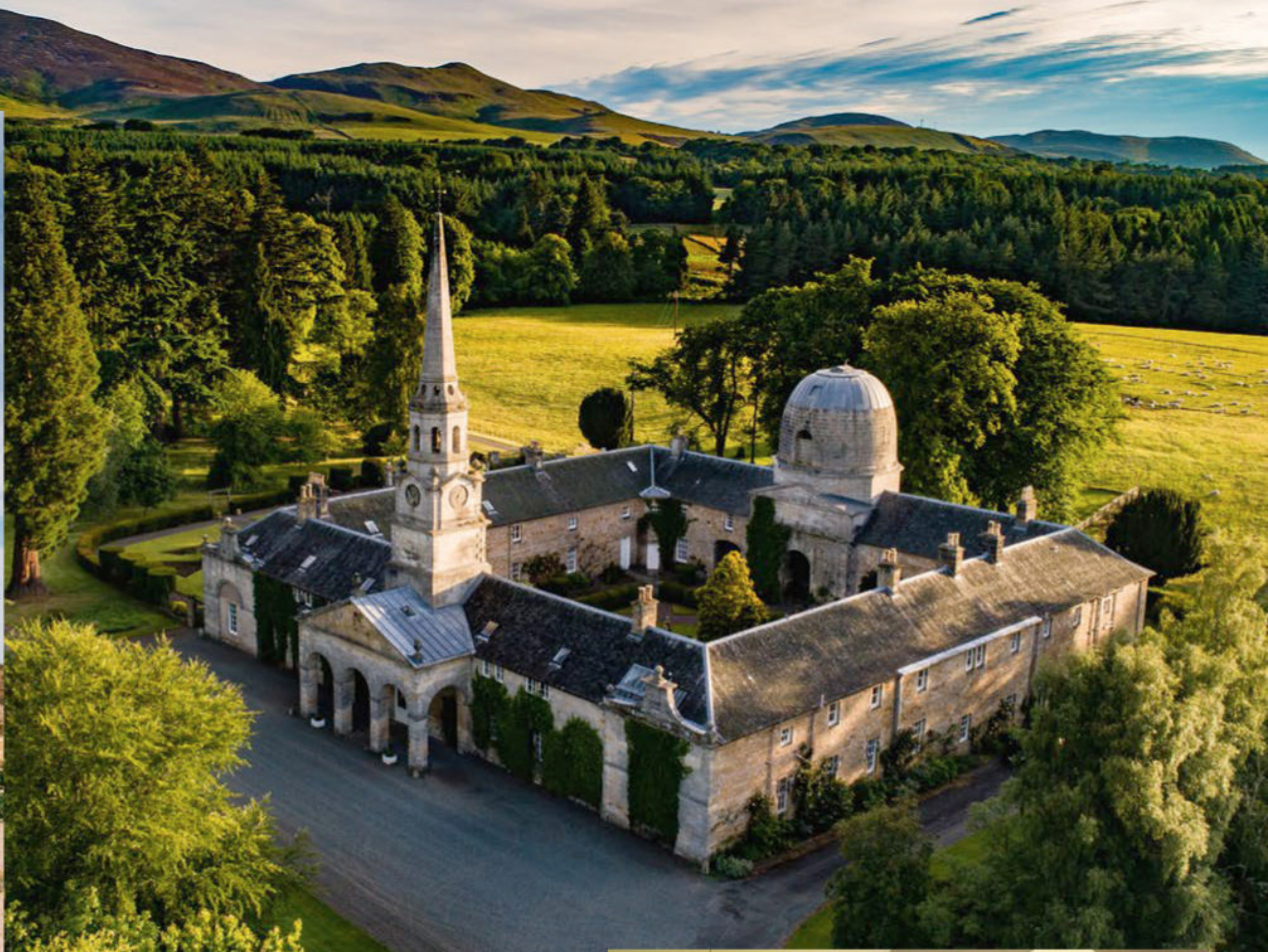
While a portion of the retreat opened in 2024, the full resort is slated to open in 2025. Available for individual stays or as a whole island buyout for 22 guests, Rumi on Louth has contemporary lodges and a private retreat for up to 10 guests. *rumionlouth.com.au*

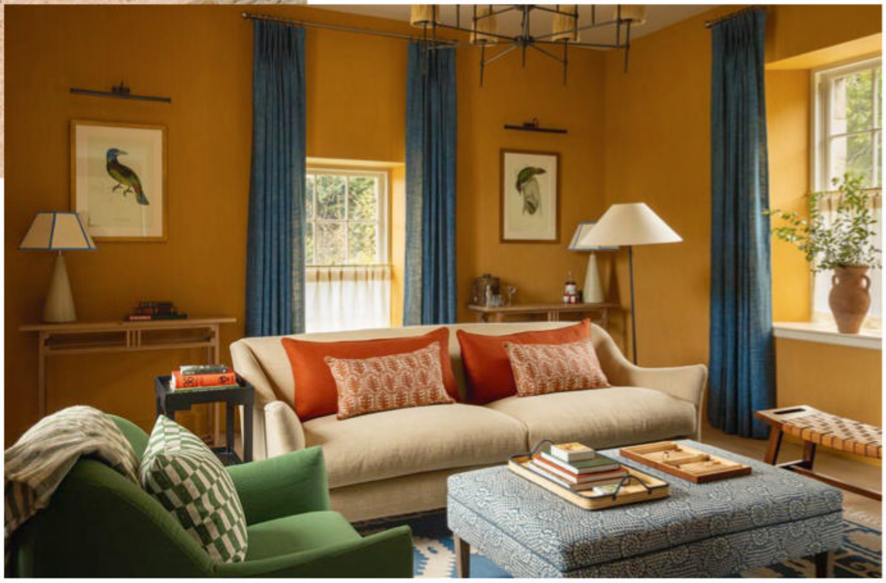
RUMI ON LOUTH OFFERS AN OPPORTUNITY TO DISCONNECT FROM THE HUSTLE AND BUSTLE AND EMBRACE AN EXHILARATING FORM OF ECO-TOURISM

Activities such as stargazing are fossil-fuel-free. Above left: the resort serves local, seasonal cuisine

PHOTOGRAPHY. PREVIOUS PAGES: ROBERT RIEGER. THESE PAGES: ROBERT LANG; ALEXANDER BAXTER

The island preservation project is focused on revegetation and restoring the ecosystem





Owned by the Clerk family for 371 years, the estate has entered a new era of nature-focused hospitality

Penicuik House at Penicuik Estate
Scotland

BEST FOR: SERENE WOODLAND WALKS **BEGINNING:** 2025

Located 16 kilometres south of Edinburgh, Penicuik Estate is a peaceful rural retreat, home to a collection of elegant houses and lodges that exude timeless charm. Although the estate has welcomed guests for some time, 2025 marks a new chapter in sustainable hospitality for this family-run property. This year the Penicuik Estate embarks on a 20-year nature restoration project in response to climate and biodiversity emergencies.

This ambitious mission encompasses restoring the woodlands by removing non-native species, purifying the water and watershed habitat and preserving the estate's cultural heritage. Penicuik Estate is striving to become the UK's first estate to achieve FSC accreditation for Ecosystem Services, a recognition of its efforts in revitalising forest ecosystems, enhancing biodiversity and promoting carbon sequestration.

Additionally, the estate will introduce a nature-focused leisure centre, offering guided walks, astronomy evenings and foraging experiences, allowing guests to engage more deeply with the landscape. To play an active role in the restoration, guests can book a nature-centric stay in one of the estate houses or in the main house, which sleeps 32. *penicuikestate.com*

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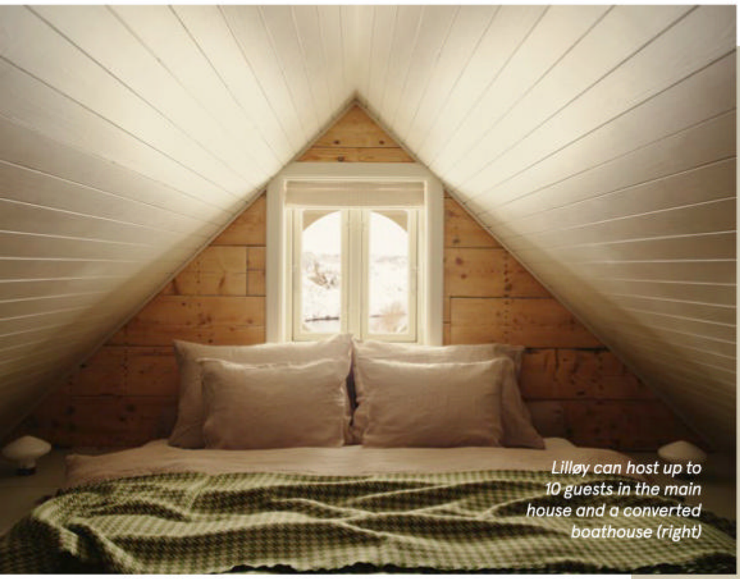
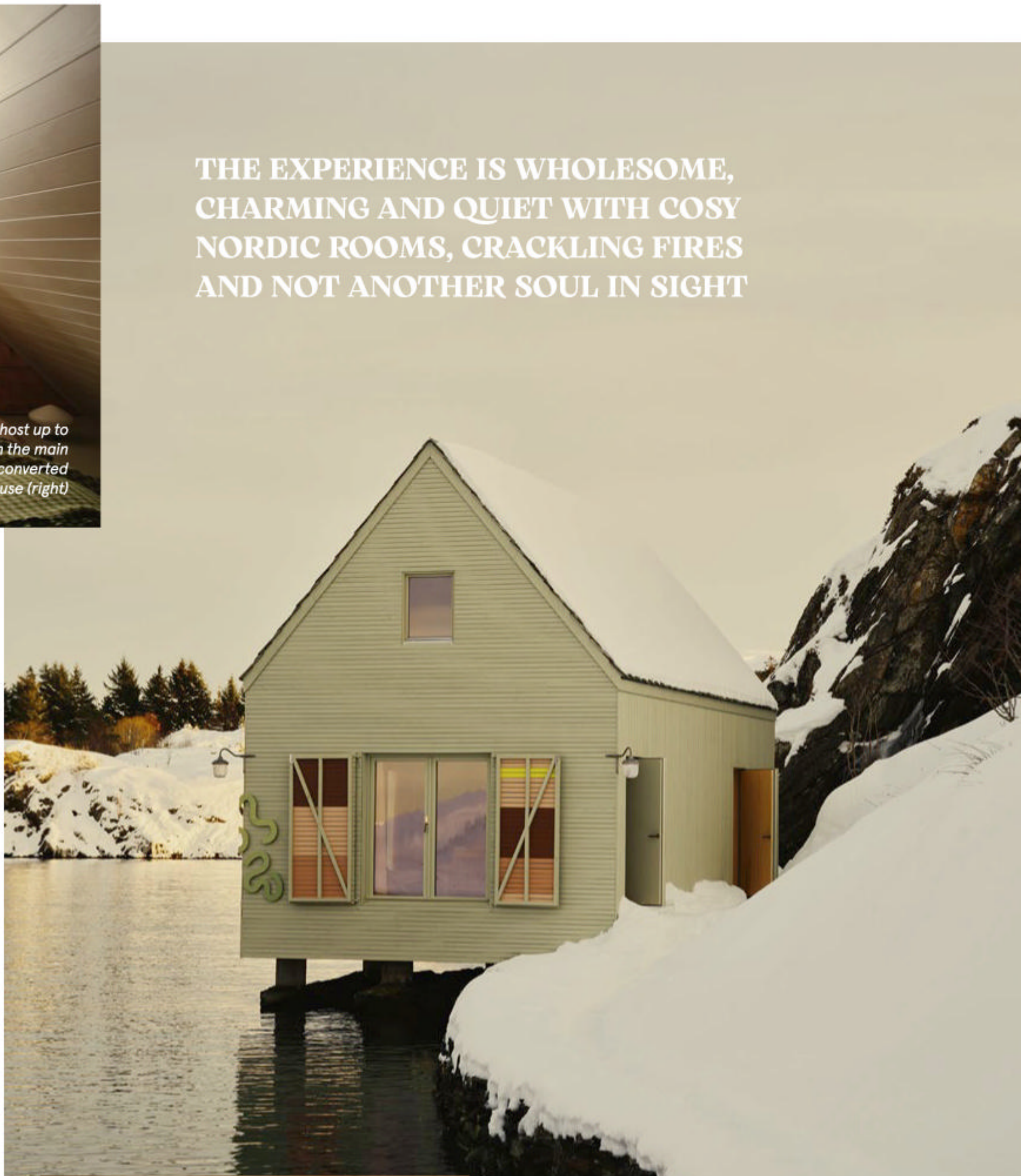


Lilløy can host up to 10 guests in the main house and a converted boathouse (right)



THE EXPERIENCE IS WHOLESOME, CHARMING AND QUIET WITH COSY NORDIC ROOMS, CRACKLING FIRES AND NOT ANOTHER SOUL IN SIGHT

Lilløy Lindenberg
Norway

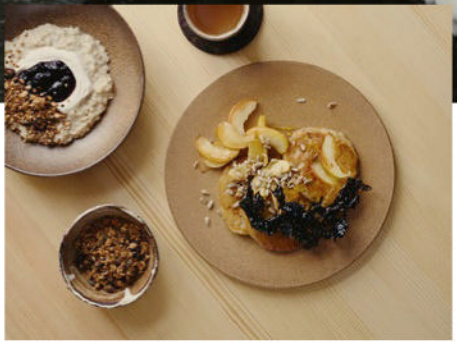
BEST FOR: QUIET MINDFULNESS
OPENED: FEBRUARY 2025

On an isolated island in the Bergen fjord system, Lilløy Lindenberg consists of a four-bedroom house and annex. Available as a single buyout or per-room stays, Lilløy is a tribute to the Nordic way of life with handmade ceramics, locally blown glassware, paintings by Bergen artists and natural Scandinavian cosmetic products.

Embracing a low-waste, plant-based philosophy, Lilløy has created a secluded haven designed for minimal impact. Its cuisine celebrates local and regional flavours, featuring seaweed harvested from its own underwater farm. Structures on the island are crafted from hand-gathered stones, while seaweed-filled mattresses enhance the connection to nature. The island is also completely plastic-free.

With a plant-based, low-allergen approach, dining options for private island buyouts range from hands-on to a private chef. Those that want to cook themselves can wander through the little vegetable garden or seaweed farm to harvest fresh ingredients or choose from the tiny island shop, stocked with plant-based regional delights and ready-to-cook meals that can be popped in the Aga. Alternatively, the private chef can create a seasonal plant-based menu with local flavours.

Activities include kayaking, fjord tours, artistic escapes, yoga retreats and meditation. The experience is wholesome, calming and quiet with cosy Nordic rooms, crackling fires and not another soul in sight. *thelindenberg.com*



The plant-based menu centres around locally foraged ingredients

PHOTOGRAPHY: ROBERT RIEGER; NIHI

NIHI Rote *Indonesia*

BEST FOR: OFF-GRID EXPERIENCES AND WELLNESS
OPENING: NOVEMBER 2025

Created to give guests the sensation of staying at the edge of the world, NIHI Rote is an impending off-grid launch on Rote Island in West Timor, Indonesia. With a brand ethos that champions cultural richness and adventure, this new property is set to welcome travellers towards the year's end, offering secluded beaches, a spa and rustic waterfront villas.

NIHI Rote will feature 21 thatched pool villas, allowing guests to immerse themselves in nature while enjoying a range of experiences, from surfing and spa safaris to family-friendly "Edge of Wildness" camps and pickleball.

Guided by a philosophy rooted in community and conservation, NIHI Rote will follow in the footsteps of its sister property, NIHI Sumba, by launching the Rote Foundation. This initiative supports local communities through English and hospitality training, employment opportunities, programmes such as malaria prevention, and nutrition education and the construction of a new village school.

Embracing its secluded location, NIHI Rote is all about off-grid wellness and fostering a connection with the natural world. *nihi.com*

Thatched private villas, each with a pool, will accommodate guests

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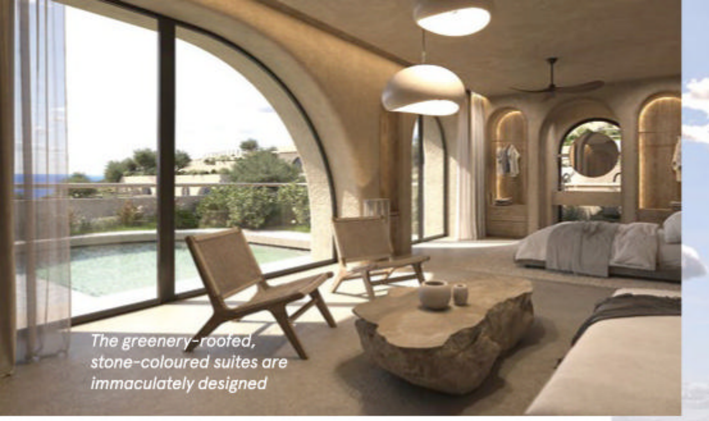


The greenery-roofed, stone-coloured suites are immaculately designed

WITH ZERO-WASTE KITCHENS, HOLISTIC WELLNESS AND NATURE-INSPIRED SUITES, EVERY INCH IS ENVIRONMENTALLY CONSIDERATE

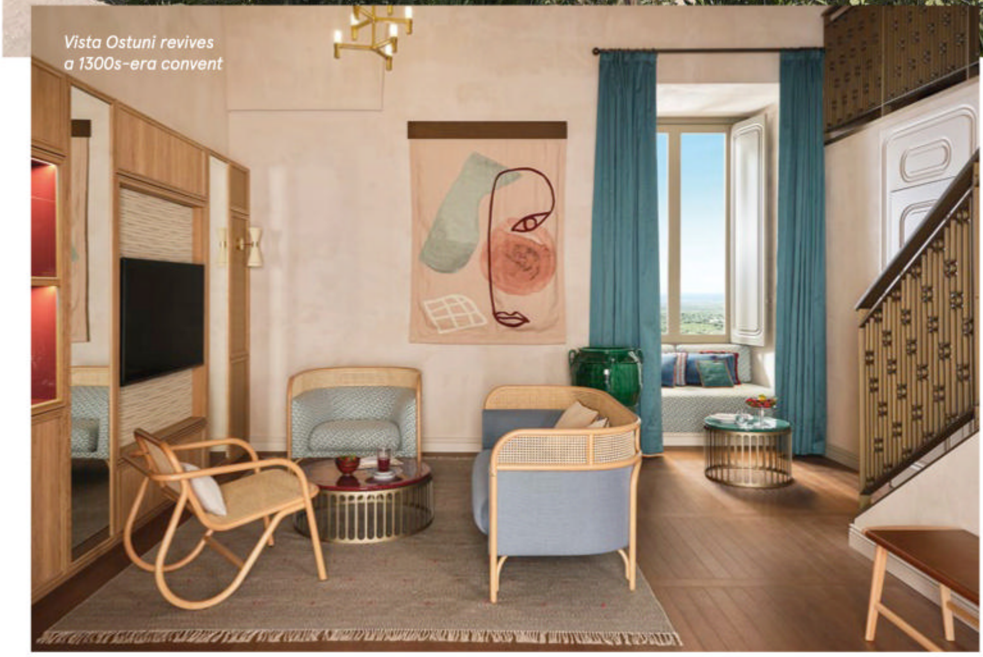
Tella Thera *Greece*

BEST FOR: SUSTAINABLE LOW-IMPACT DINING
OPENING: MID JULY 2025

In the Bay of Kissamos on the Greek island of Crete, Tella Thera is a newly established wellness retreat that draws inspiration from nature and is constructed with sustainability at its core. With zero-waste kitchens, holistic wellness and nature-inspired suites, every inch of the property is environmentally considerate.

Located a few metres from the coastline and replete with Mediterranean foliage, Tella Thera will open with more than 20 suites and villas, a large spa and a sustainable zero-waste restaurant. Furniture has been crafted by a carpenter less than eight kilometres away, the workforce is local and energy consumption is minimal. The new hotel has partnered with the Aristotle University of Thessaloniki for its sustainability and carbon management strategy, and Athens-based Pieris Architects were also selected for their expertise in bioclimatic building design.

With a plant-forward approach, chosen for its minimal environmental impact, the cuisine is seasonal and health-conscious. True to Greek tradition, the restaurant, Anemoia, is best enjoyed as a shared experience, offering family-style platters alongside à la carte options. *tellathera.com*



Vista Ostuni revives a 1300s-era convent

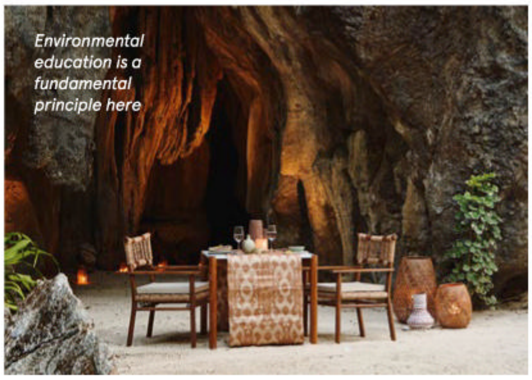
Vista Ostuni *Italy*

BEST FOR: A SENSE OF PLACE | **OPENING:** SUMMER 2025

Originally constructed as a convent in the 1300s in the whitewashed city of Ostuni, Vista Ostuni is a new hotel housed within a historic palazzo. Featuring just 28 rooms and suites, the property is being developed in line with the eco-conscious LEED certification (the first in Puglia), which requires the building to use less energy and water, utilise renewable energy and fewer resources, create less waste and preserve land and habitat. The property spans two hectares of private gardens, featuring an olive grove, indoor and outdoor swimming pools and two restaurants. Inside, guests are welcomed by high vaulted ceilings, a grand central hall and elegant water features. The rooms are thoughtfully designed too, with locally sourced wood and stone enhancing the natural feel.

A key aspect of the group's sustainability approach is the restoration of historic buildings and the preservation of existing structures. Vista Ostuni will open this summer with four bars and restaurants overseen by chef Andrea Berton, whose restaurants previously won a total of four Michelin stars. Experiences here are immersed in regional culture, with visits to the narrow streets of Matera at sunset and tasting olive oil in the ancient groves. *vistapalazzo.com*

PHOTOGRAPHY: EL NIDO RESORTS



Environmental education is a fundamental principle here

El Nido Lagen Island
The Philippines

BEST FOR: IMMERSION IN NATURE

OPENING: AUTUMN 2025

First opened in 1998, under the limestone cliffs of the Palawan archipelago, Lagen Island has long been a distinguished name in luxury eco-tourism. Now, following a comprehensive transformation, the resort is set to make a grand return. While sustainability was a founding principle, the new Lagen Island raises the bar on its eco credentials with a new marine and biodiversity centre and a nature-focused spa. To allow the island's natural environment to flourish, Lagen Island has also reduced its number of villas from 50 to 42.

The new spa, named The Nest (El Nido in Spanish), will serve as a central feature, in contrast to the previous arrangement of two treatment rooms. Emphasising both mental and physical wellbeing through a connection with nature, it spans two levels and has a tranquil garden, a gym, yoga studio, Watsu pool, plunge pools and more.

Signature activities are predominantly nature-focused, ensuring minimal environmental impact (motorised water sports are off the menu). Guests can enjoy forest walks, see turtle hatchlings and explore mangroves. Lagen Island is also a world-class diving destination, boasting vibrant coral reefs and underwater caverns.

El Nido's new Marine & Biodiversity Discovery Centre is an engaging, interactive space where visitors can gain insight into the Philippines' diverse marine and terrestrial life. Guests can discover the rare and vulnerable Palawan peacock-pheasant, found nowhere else in the world, and the Palawan birdwing butterfly, while also learning about the property's dedicated conservation efforts to protect these and many other species.

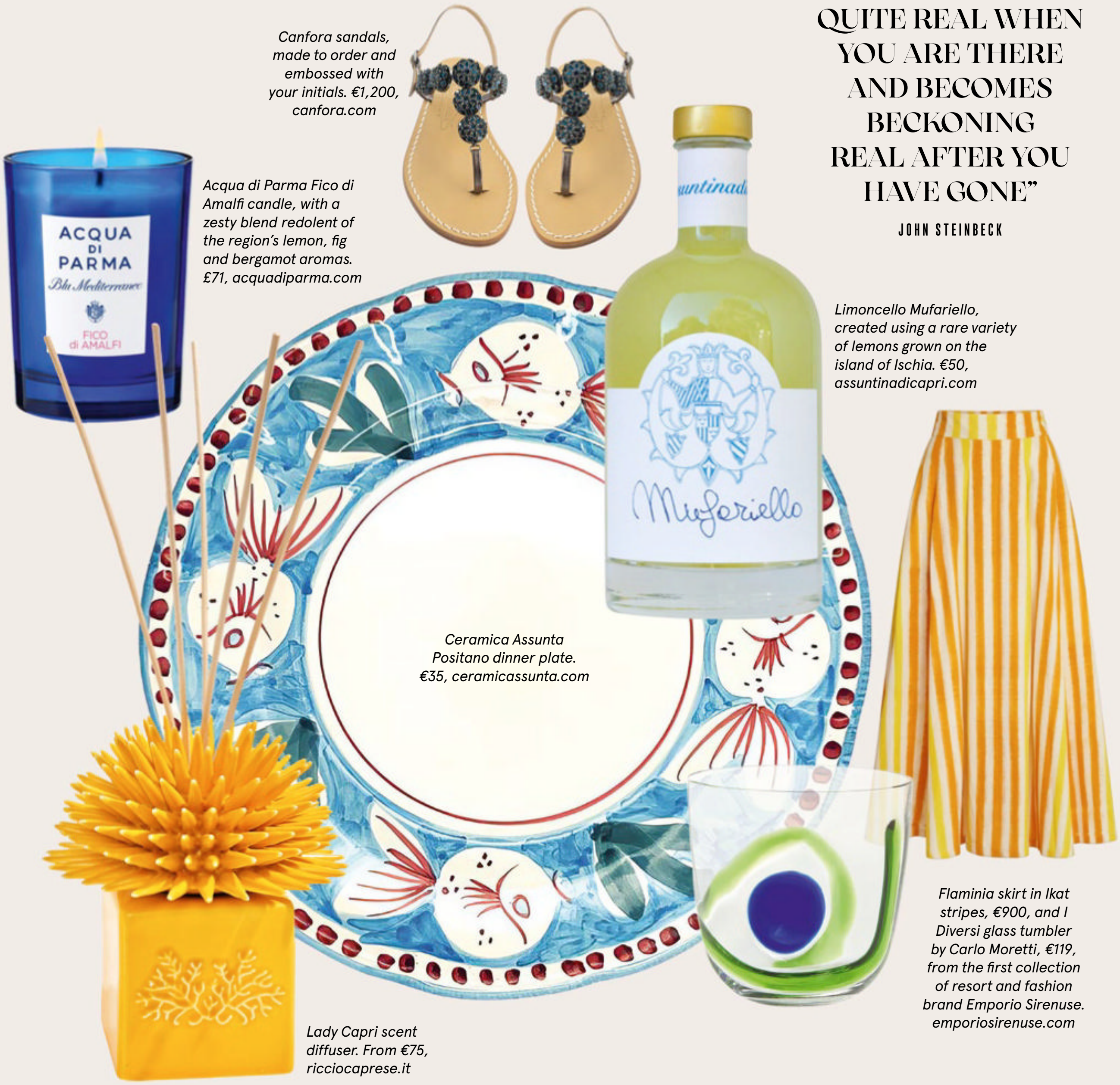
Through its Be GREEN initiative (guard, respect, educate El Nido), staff receive training in ecological waste management, water and energy conservation and biodiversity. *elnidoresorts.com* ◻

Stilted rooms over the shimmering emerald lagoon are crafted from timber recycled from traditional Filipino homes

Destination Amalfi

Georgia Boscawen gathers some treasures
from Italy's sun-drenched coastline

> "POSITANO BITES DEEP. IT IS A DREAM PLACE THAT ISN'T QUITE REAL WHEN YOU ARE THERE AND BECOMES BECKONING REAL AFTER YOU HAVE GONE"
>
> JOHN STEINBECK



Canfora sandals, made to order and embossed with your initials. €1,200, canfora.com

Acqua di Parma Fico di Amalfi candle, with a zesty blend redolent of the region's lemon, fig and bergamot aromas. £71, acquadiparma.com

Limoncello Mufariello, created using a rare variety of lemons grown on the island of Ischia. €50, assuntinadicapri.com

Ceramica Assunta Positano dinner plate. €35, ceramicassunta.com

Flaminia skirt in Ikat stripes, €900, and I Diversi glass tumbler by Carlo Moretti, €119, from the first collection of resort and fashion brand Emporio Sirenuse. emporiosirenuse.com

Lady Capri scent diffuser. From €75, ricciocaprese.it

AHPO

LÜRSSEN | 2021| 115M / 377'7"
16 GUESTS | **€340M**
ALEX BUSHER
+33 680 863 374
AB@EDMISTON.COM

LONDON
MONTE CARLO

NEW YORK
MIAMI

NEWPORT
MEXICO CITY

SAN JOSÉ DEL CABO
EDMISTON.COM

EDMISTON

MARIE
55m › 179′ › VITTERS › 2010/2025
€ 25,950,000
DENNISF@FRASERYACHTS.COM
+377 93 100 450

AWATEA
45m › 148′ › ROYAL HAKVOORT › 2008/2023
$ 19,500,000*
STUART.LARSEN@FRASERYACHTS.COM
+1 954 463 0600

X
43m › 140′ › SANLORENZO › 2016
P.O.A.
ALAIN.AUVARE@FRASERYACHTS.COM
+377 93 100 450

MADO
39m › 129′ › ADMIRAL › 2009/2023
€ 9,500,000
BRYAN.SOMERSET@FRASERYACHTS.COM
VASSILIS.FOTILAS@FRASERYACHTS.COM

LA LUNA
34m › 112′ › SANLORENZO › 2021
$ 10,950,000*
ALEX.KRIK@FRASERYACHTS.COM
JOSHG@FRASERYACHTS.COM

SEAMMETRY
30m › 98′ › DL YACHTS-DREAMLINE › 2019
€ 5,950,000 › VAT PAID
SOTIRIS.KONSTANTAKIS@FRASERYACHTS.COM
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FRASER

SALES | CHARTER | MANAGEMENT | CONSTRUCTION | CREW | 20 OFFICES WORLDWIDE
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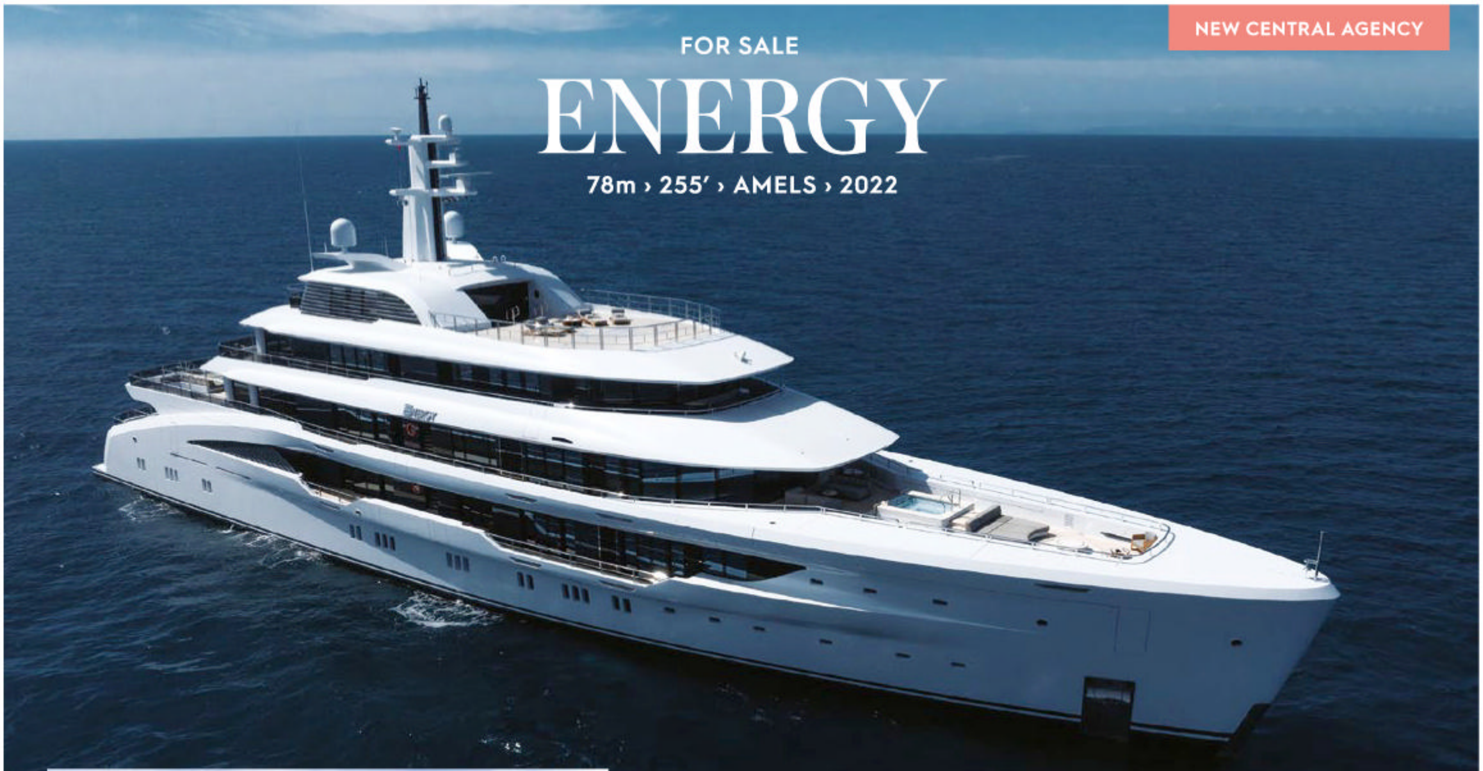
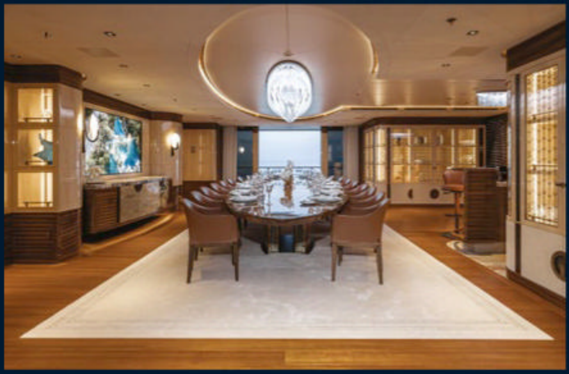
NEW CENTRAL AGENCY

FOR SALE

ENERGY

78m › 255' › AMELS › 2022





Unexpected & Undeniable

ENERGY is a fully custom 78M Amels that exemplifies top-tier design, engineering, and scale. With a 14M beam, 3.85M draft, and 2,884 GT, her Espen Øino exterior and François Zuretti interior maximize both space and style. Highlights include a 270-degree forward-facing Master on a private deck with sun lounge, jacuzzi, and firepit, a full-size aft pool, terraces off the main deck VIPs, and a 'touch & go' helipad. Accommodation spans seven staterooms—plus a large Owner's office, grand piano lounge, elevator, gym, martial arts room, spa, hammam, beach club, and beauty salon. Fold-down sea terraces extend from both the gym and spa for direct ocean access.

Amels yachts of this size are rarely listed, typically held for a decade or more. ENERGY's market debut just three years after delivery is a rare exception. With a 5,000nm range at 13 knots and an asking price of EUR 69,000/GT, she is one of the most recent, fully custom Amels available globally. A true turnkey opportunity—no wait, no compromise.

ASKING PRICE: € 199,000,000*

JOSHG@FRASERYACHTS.COM
+1 954 629 7435

ALEX.KRIK@FRASERYACHTS.COM
+33 6 40 61 53 10

FRASER

SALES | CHARTER | MANAGEMENT | CONSTRUCTION | CREW | 20 OFFICES WORLDWIDE
FRASERYACHTS.COM

Not offered for sale or charter to U.S. residents while in U.S. waters.

LUXURY CATAMARANS

ALLURES
31m › 100′ › COMPOSITEWORKS › 2006/2022
€ 6,950,000
DAVID.LEGRAND@FRASERYACHTS.COM
GEORGESB@FRASERYACHTS.COM

The harmony of high performance and elegance in luxury sailng. Styled in mahogany and fig wood interiors with opulent leisure amenities. Top speeds of +25 knots. She represents not just a yacht but an unparalleled yachting experience.

NEW CENTRAL AGENCY
CELESTIA 72

CELESTIA 72
22m › 72′ › SERENITY YACHTS › 2026
€ 3,850,000
TIM.LANGMEAD@FRASERYACHTS.COM
+44 75 5752 4218

Aluminum power catamaran by Serenity with minimalist interior by Darnet studio. 11m beam, 3,000nm range, and noise-dampening hull for quiet cruising. Optional main deck Master, 3-5 stateroom layout, and large deck areas. High-volume build for efficient, long-range performance. 2026 delivery.

FRASER

SALES | CHARTER | MANAGEMENT | CONSTRUCTION | CREW | 20 OFFICES WORLDWIDE
FRASERYACHTS.COM

BOTH YACHTS FEATURED BELOW HAVE AN ELEVATOR

NEW CENTRAL AGENCY
FORMOSA

FORMOSA
60m › 197′ › BENETTI › 2015/2025
€ 39,500,000*
STUART.LARSEN@FRASERYACHTS.COM
+1 954 328 6553

The most proven Benetti, FORMOSA features a forward-facing owner's stateroom, two main deck VIPs, and three guest suites in a stunning high-end Sinot interior with Asian flair. With an elevator to all decks, aft garage, extensive toys, 10-year survey, and major refit just completed, this 1,089 GT yacht is ready for long-range cruising once more.

NEW CENTRAL AGENCY
HELIOS 3

HELIOS 3
54m › 177′ › DELTA MARINE › 2012/2022
$ 28,900,000
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Swan 108
FANCY

Photos © Eva-Stina Kjellman

2023. This innovative hull is the result of precision work, quality and attention to detail, offering outstanding performance, elegant design and luxurious comfort.

She has been designed and engineered for high-speed sailing in all wind and sea conditions. She offers all her guests breath-taking sensations in comfortable and safe conditions. FANCY can accommodate up to 9 people in a Master suite, a VIP cabin and 2 double cabins (one featuring an additional pullman bed). On deck, FANCY has an exceptional swimming platform, as well as spacious relaxation and dining areas, that are both elegant and designed to maintain a high standard of service.

Wally 107 SPIRIT OF MALOUEN X

2012. Designed by Judel Vrolijk and built at Green Marine in the UK, she was originally launched as the first Wallycento, HAMILTON and was later extended by 7 feet to improve her performance.

She has since been constantly upgraded to excel both in Mediterranean cruising and competitive racing, whether inshore on the Maxi Circuit or in offshore events like the Middle Sea Race and the RORC600 in the Caribbean. Notably, she claimed victory in the Maxi Class at Les Voiles de St Tropez in 2022.

Maxi Dolphin 100 NOMAD IV

2013. Refit 2024. Having won the Showboats Design Award in 2014, NOMAD IV is a fantastic sailing yacht that functions superbly for either racing or cruising with a short-handed crew. Built entirely out of carbon by Maxi Dolphin in Italy, she was designed by the well-known architects Finot-Conq-De Premorel and has sailed around the world including the Antarctic. NOMAD IV is a 100ft extrapolation of the Vendee Globe Imoca 60 and has won the gold medal in the RORC Transatlantic in 2015.

104ft Trehard Sloop ASAHI

1998 – Refit 2019. Designed by Jacques Fauroux and built for an experienced yachtsman, she was destined from the beginning to be a top-notch performer on the water and in the charter market.

She is reportedly the only sailing yacht that has 4 Owner/Guest staterooms that convert from 8 single beds to 4 king-sized beds. Additionally, the two forward staterooms can be combined into a spacious master suite, featuring a centre-line king bed and separate his-and-her bathrooms.

95ft Marcelo Penna Design FREE AT LAST

2001. Rebuilt 2024/25 in progress. Her interior and exterior reflect a sense of comfort and performance.

Boarding her brings you directly to her delightful teak deck, featuring U-shaped sofas and two large steering wheels at the stern. Ideal for cruising, or for chartering as well as for regattas, the space is expansive enough for dining al fresco with a relaxed atmosphere. She boasts a large open space within the interior deck house, that leads forward to the 2 guest cabins and the owner's cabin, and aft to the galley and crew accommodation.

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2012. Major Refit 2022/2024. RAINBOW, the spectacular J, multiple award-winning J Class yacht, was based on William Starling Burgess' original Rainbow, winner of the America's Cup in 1934.

Her impressive track record, eco-consciousness, and technique, as also her luxury comfort and style make her one of a kind within J Class. Whether RAINBOW is used for racing or cruising; sailing with her is always an unforgettable experience!

The aluminium hull meets all the requirements of Lloyds Register, MCA Classification and the J Class Association.

131$^{\text{ft}}$ J Class Replica
RAINBOW

130$^{\text{ft}}$ ONYX 2

1990. ONYX 2 offers amazing space and comfort for those onboard to cruise anywhere in the world.

She is seaworthy, well-built and well-equipped. She accommodates up to 12 guests in 6 cabins and 7 crew in 3 cabins. She further features an impressive deck house which offers an incomparable interior space. Her draft of only 3.5 m allows her to access most anchorages. She is equipped with a great 600 HP Deutz main engine rebuilt in 2022 and 2 new 250 HP Volvo auxiliary engines.

126$^{\text{ft}}$ John Alden Classic Schooner PURITAN

1931. Refit 2017. PURITAN is quite simply a legend.

She beautifully carries before her the spirit of America's 'Gilded Age', was one of the earliest participants in the 'Classic Yacht Revival', and has continued evangelistically to spread the word for over four decades, with alumni becoming key players, disciples even.

125$^{\text{ft}}$ Nicolini CHEETAH MOON

1986. Refit 2012 & 20. CHEETAH MOON is a 38m Steel/Aluminium Displacement Motor Yacht built by the famous Cantiere Navale Nicolini.

5 cabins accommodate 10 guests with 7 crew. She is in excellent condition and continuously maintained to a very high level. In 2012, new engines CAT C32 and 2x Kohler 80kW generators were installed.

Mondomarine 120 PAULA III

1994. Refit 2021 & 22. PAULA III can accommodate up to 12 guests in 5 cabins. This yacht features an interior design imagined by the architect Aldo Cichero.

She was initially named FAUCHON, then BEYOND THE SEA, OCEAN GLASS and now PAULA III. She has a variety of luxurious living spaces attractively arranged to create a warm and welcoming atmosphere on board, therefore making her the perfect luxury yacht to cruise with friends and family or for the charter market. In 2022, she was chartered 52 days, which is exceptional.

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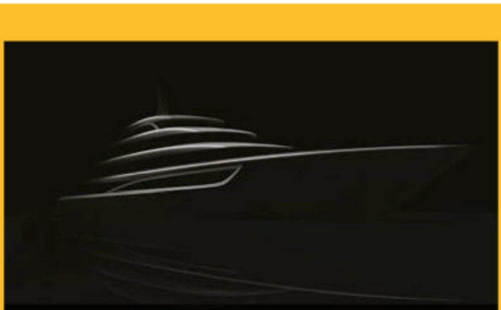
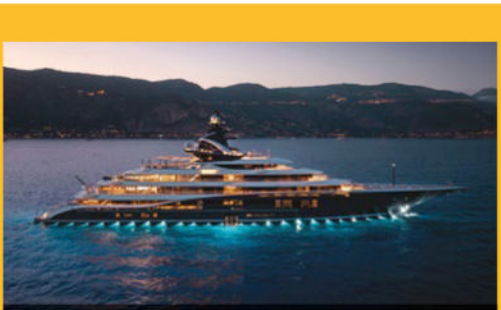

401’ (122.5M) LURSSEN | OMEGA *UNDER CONSTRUCTION


400’ (122M) LURSSEN | KISMET *DELIVERED

350’ (106.7M) OCEANCO | BLACK PEARL *DELIVERED

337’ (103M) LURSSEN | JASSJ *UNDER CONSTRUCTION

311’ (95M) LURSSEN | CC-SUMMER *FOR CHARTER

223’ (68M) CRN | PROJECT 146 *UNDER CONSTRUCTION

219’ (67M) CRN | AMOR A VIDA *UNDER CONSTRUCTION

201’ (61M) LURSSEN | MARGUERITE *FOR SALE AND CHARTER

197’ (60M) AMELS | MEMORIES *FOR CHARTER

196’ (60M) AMELS | ENTOURAGE *FOR CHARTER

163’ (50M) MANGUSTA | FELICITÀ *FOR SALE

158’ (48M) FEADSHIP | TASIA *FOR SALE

151’ (46M) BAGLIETTO | MEDIALLY *FOR SALE & CHARTER

131’ (40M) FEADSHIP | LADY SANDALS *FOR SALE

118’ (36M) AB YACHTS | FIVE WAVES *FOR SALE

109’ (33.3M) MANGUSTA | MYSTERE *FOR SALE

93’ (28.5M) RIVA | MEMORIES *FOR SALE & CHARTER

87’ (26.7M) SANLORENZO | BELLE DE NUIT *FOR CHARTER

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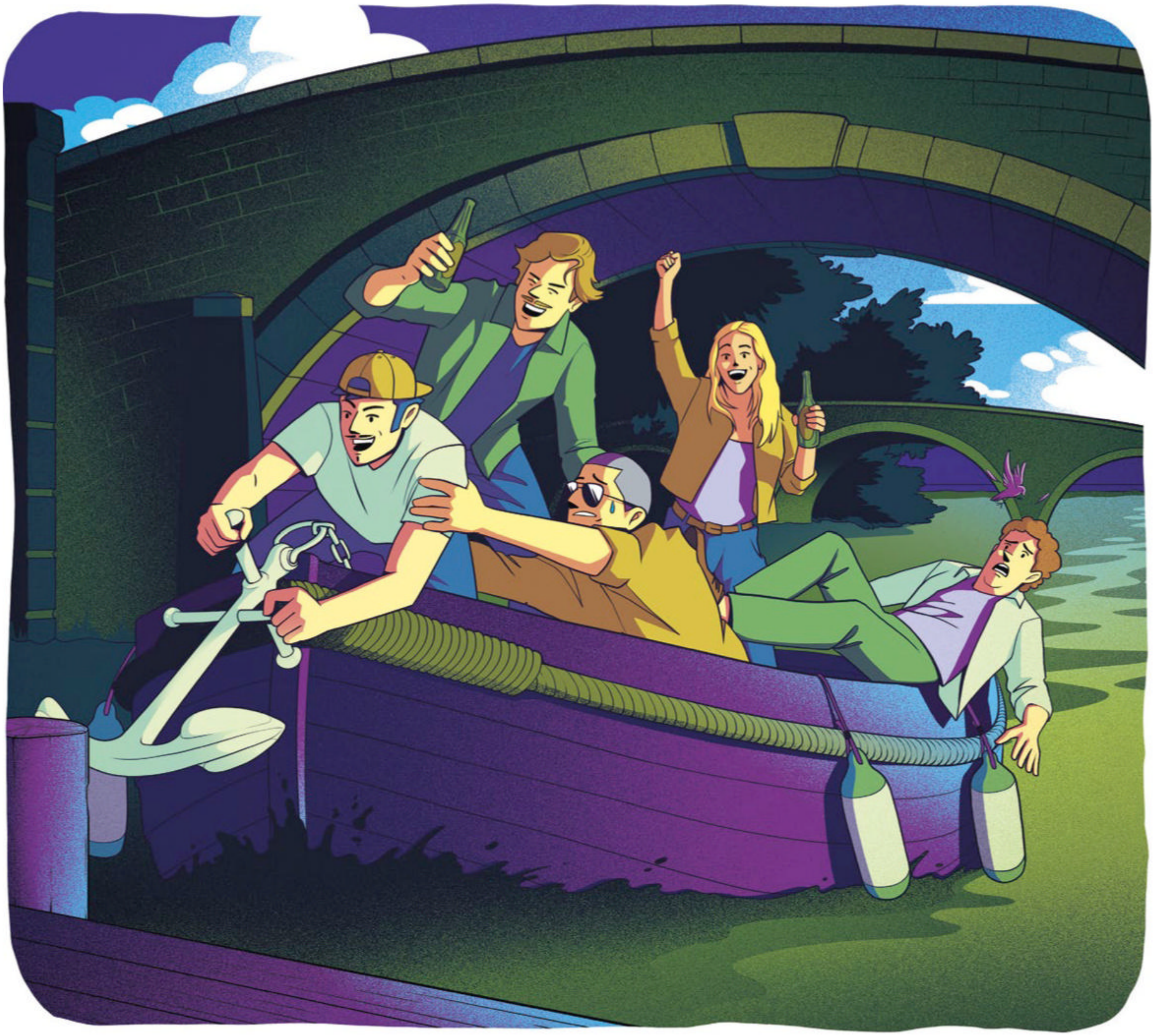

"I saw a group use an anchor… as a fender"

I'm a yacht designer, but for years I rented out boats on the canals in Amsterdam. We called them sloops, but in reality they weren't what you'd think of as sloops; they were much smaller and typical for the area. Everybody loved them – although people used to get up to some bizarre things while on them.

I've had a drunken guest turn around and kiss me out of the blue while her husband watched angrily from the sidelines; I've seen a police helicopter arrive to arrest a woman who relieved herself on a private island, in full view of the lovely octogenarian couple who owned it; I've watched a group of people tie themselves securely to a floating dock while simultaneously untying the dock and drifting away. Worst of all was when I saw a group use an anchor as a fender. Luckily the wind was blowing in the right direction, so it just pushed the boat away. Amazing… and I still have the pictures to prove it! ◘

As told to Charlotte Hogarth-Jones by Arnold Krechting. Illustration by Dr. COLOD. Do you have a tale to tell? Send your story to thebitterend@boatinternationalmedia.com

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